

# COACH AND BUS

The PSV Industry's News Weekly

## WEEK

ISSUE 44 DECEMBER 19 1992



### **WATERMAN FIRST, OTHERS TO FOLLOW**

London Coaches boss focuses on free market challenge .....Pages 18 & 19

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## **VERDICT ON THE VERDE**

**Evaluation of Dublin special signals a boost to Plaxton**



# Carlton P.S.V.

## DAF

**1989 MB230 CAETANO ALGARVE** (3.55m), 11.6 litre, ZF gearbox, 53 recliners, courier seat, curtains, carpets, drinks machine, radio/cassette/PA, power door, cont. door, tinted windows, side & rear lockers, MoT Aug '93. Stock No. 2001.

**1988 MB230 CAETANO ALGARVE** (3.55m), 11.6 litre, ZF gearbox, 49 recliners, courier seat, curtains, drinks machine, radio/cassette/PA, power door, cont. door, tinted windows, side & rear lockers, toilet, MoT May '93. Stock No. 2

**1983 SB BERKHOF ESPRIT**, 8.6 litre, ZF 6 sp gearbox, 53 recliners, footrests, courier seat, radio/PA/cassette, power door, driver's bunk, MoT Apr '93. Stock No. 2103.

## VOLVO

**1974 B56 PLAXTON ELITE III** with MK IV front, 51 seats, radio, side lockers, MoT March 1993. Stock No. 2094.

**1983 B10M DUPLÉ LASER**, 12 metre, 57 seater, PA/radio/cassette, 6 speed ZF manual gearbox, MoT 19.07.93. Stock No. 1074.

## LEYLAND

**1982 LEOPARD DUPLÉ DOMINANT**, 51 reclining seats, double glazing, curtains, 6 speed gearbox, side lockers, MoT March '93. Stock No. 9033.

## TOYOTA

**1989 CAETANO OPTIMO**, 18 seater, armrests, curtains, carpet, hot drinks facility, power door, boot, MoT July '93. Stock No 2098.

## NEOPLAN

**1987 JETLINER**, 11 litre, Scania engine and manual gearbox. This vehicle has just been extensively refurbished inside and out in our workshops. Now fitted with the new style Neoplan front, 49 newly remounted reclining seats, courier seat, rear floor mounted toilet, and rear full height continental door. To be sold with cherished number plates, finished in attractive light bronze with colour co-ordinated stripes recently MoT'd. Stock number 2087. To be sold with private plates ..... **£49,500**

**1983-89 SKYLINERS MERCEDES V10** ZF manual gearboxes, 71-77 seats, toilet, water boilers, 2 tables, various specifications ..... **from £40,000**

**1988 SKYLINER MERCEDES V10** auto gearbox. Ref P1 ..... **£79,500**

**1987 SKYLINER GARDNER 6LYT** auto gearbox, choice of 2. Ref P2/3 ..... **£65,000**

These 3 vehicles are fitted with 75 recliners, courier seat, toilet, water boiler, 2 tables, etc, all with new and long MoT's.

## MINIBUS

**1989 TALBOT PEUGEOT TRIAXLE PULLMAN EXPRESS**, 2.5 Diesel, 22 seats, plus 7 standees, Pullman body, Dip-Tac specification, power door, destination box and gear, MoT September '93. Stock No. 2089.

ALL ROADS  
LEAD TO



AT JUNCTION 1 M18  
ROTHERHAM  
South Yorkshire

## THE BUS & COACH MART

**1989 ENSIGN CHARISMA MERCEDES**, 6spd manual gearbox, air conditioning, 49 recliners, curtains, carpets, courier seat, radio/cassette/PA, centre u/floor toilet, drinks facility, cont. door, drivers bunk, MoT April '93. Stock MO48 ..... **£54,000**

**1983 NEOPLAN CITYLINER** /8 engine, 53 recliners, o/s centre door, drinks machine, Webas. seat, long MoT. Ref A1 ..... **£33,500**

**1986 LEYLAND TIGER 245 PLAXTON 3500**, ZF 6 sp gearbox, 49/51 reclining seats, foot rest, courier seat, rear cont. door, power door, grey interior, orange curtains, MoT April '93. Stock No. M053 ..... **£43,500**

CARLTON PSV SALES, SANDBECK WAY, EUROWAY ESTATE, HELLABY, ROTHERHAM, SOUTH YORKS S66 8QL

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## AVAILABLE NOW NEW TOYOTA CAETANO OPTIMO II 18/21 Seats Choice of Interior Colours

**1989 LEYLAND TIGER (260 BHP) PLAXTON PARAMOUNT 3200 12M**, 53 recliners, brown/beige/orange moquette, double glazed tinted side windows, pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow. CHOICE OF 2 IDENTICAL VEHICLES. **M.O.T. 1993**

**1989 NEOPLAN N112 (MERCEDES powered) SKYLINER double-deck**, 77 recliners, red/grey moquette (57 upper-deck + 20 lower-deck), toilet, crew compartment, drinks machines, fridge, courier seat, two saloon tables, curtains, TELMA retarder, wired for colour monitors and video, black/brown. **M.O.T. 1993**

**1989 BOVA FHD 12.290 INTEGRAL 12M**, 51 seats grey/red moquette (46 recliners + 5 way fixed at rear). Centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, cream/orange. **M.O.T. MARCH 1993**

**1983 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500 12M**, 49 recliners, red moquette, sunken toilet at O/S rear, continental entrance door, berth, drinks machine, plug-type power entrance door, courier seat, wired for colour monitor and video, white/red. **M.O.T. MARCH 1993**

## AVAILABLE JANUARY 1993 NEW BOVA FUTURA FHD 12.290 INTEGRAL 12M - 51/55 Seats

**1989 LEYLAND (August) TIGER (260 BHP) DUPLÉ 320 12M**, 53 recliners, double glazed tinted side windows with pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow. **M.O.T. 1993**

**1989 LEYLAND TIGER (CUMMINS LID) PLAXTON PARAMOUNT 3200 12M**, 53 recliners, brown/beige/orange moquette, double glazed tinted side windows, pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow. CHOICE OF 2 IDENTICAL VEHICLES. **M.O.T. 1993**

**1989 BOVA FHD 12.290 INTEGRAL 12M**, 51 seats (46 recliners + 5 way fixed at rear). Centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, cream/orange. **M.O.T. 1993**

**1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M**, 49 str., centre sunken toilet, continental door, double glazing, curtains, courier seat, water boiler, no rear window, cream/green/gold. **M.O.T. 1993**

**1987 DAF DKVL CAETANO ALGARVE 12M**, 49 recliners, brown/beige moquette, centre sunken toilet, continental door, double glazed side windows, courier seat, TELMA retarder, power entrance door, white/blue. **M.O.T. MAY 1993**

**1986 DAF DKFL PLAXTON PARAMOUNT 3500 12M**, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue. **M.O.T. FEB 1993**

**1985 DAF SB2300 JONCKHEERE JUBILEE P599 12M**, 49 recliners, grey/orange moquette, centre sunken toilet, continental door, berth, courier seat, water boiler, fridge, splitter gearbox, white/red/gold. **M.O.T. APRIL 1993**

**1989 LEYLAND TIGER (260 BHP) DUPLÉ 320 12M**, 53 recliners, brown/beige/orange moquette, double tinted side windows, pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow. **M.O.T. SEPT 1993**

**1986 VAN HOOL ACRON T815 INTEGRAL 12M**, DAF powered, 49 recliners, brown moquette, centre sunken toilet, continental door, berth, double glazed windows, blinds, drinks machine, fridge, courier seat, wired TV/video, cream/green. **M.O.T. JUNE 1993**

**1987 DAF DKVL PLAXTON PARAMOUNT 3500 12M**, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired for TV/video, TELMA, ABS anti-lock braking, cream/duo blue. **M.O.T. MAY 1993**

### TRADE DESCRIPTIONS ACT

In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

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**MOSELEY**



**M**AKE no mistake, 1992 will go down in history as a crunch year for the PSV industry.

Powered by circumstances outside the industry's control and steered by the relentless process of change, coach and bus operators have manfully struggled to keep afloat when all around seemed to be sinking under the weight of deepening economic gloom.

If only we could say the worst was over. Alas, those who husband our faltering progress towards the new millennium seem blinkered to the urgent need to bring stability and certainty. Instead they conjure up another body blow which threatens rather than strengthens confidence.

Pride of place in the catalogue of mishandled issues is the long-running EC package holiday saga. We have been urging the Government to move quickly yet, despite the importance of allowing the coach tours and excursions business to plan ahead, we move within days of the January 1 deadline before the Directives are laid before Parliament. Does the DTi really want to encourage trade and industry?

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**If only we could say the worst was over. Alas, those who husband our faltering progress towards the new millennium seem blinkered to the urgent need to bring stability and certainty**

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True, the package holiday legislation is inspired by the EC which, a year after Maastricht, has been put back on course by the Edinburgh summit. But the adoption of these regulations is in the interests of protecting the consumer.

They will have a certain nuisance value for the smaller operator - otherwise they must be embraced as a method of strengthening the image of coach travel in the eyes of the public.

Next year will bring new challenges - this time to manufacturers and dealers in the form of ECE R66. Then comes 1994 and the speed limiter cut to 100 km/h.

Has anyone thought of the paradox that will emerge?

Roll-over (and certain other requirements which bolt on cost to new coaches) applies only to PSVs which, among other criteria, can exceed 60 mph.

From New Years Day 1994 these vehicles will be restricted to 62 mph!

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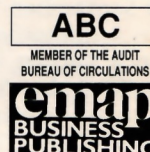
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COACH AND BUS WEEK ENDING 19 DECEMBER 1992

■ **The controversial traffic regulation order** which effectively froze out Sheffield operators in June is to get another airing. Sheffield Bus Operators' Association has appealed against the decision by deputy traffic commissioner Brian Horner to ban new registrations in the city. South Yorkshire Transport solicitors say the appeal has been incorrectly submitted but Sheffield Omnibus says its fellow members had tried to be constructive. Page 6

■ **Merseybus will inherit** large numbers of London Buses' obsolete Titans as its own fleet begins to age. At least 100 could be on their way to Merseyside, where they will be refurbished. New buses will then replace the Leylands during the next two years. Page 8

■ **Wallace Arnold has confirmed** its first bulk orders for foreign coach bodies since 1987, Plaxton vehicles making up just 10 per cent of the current order book. Operations director Stephen Barber said the Premiere and Excalibur bodies in the fleet had experienced teething problems. The B10M chassis remains WA's pick of the bunch. Page 9

■ **Plymouth Citybus has repaid** municipal faith by producing a £1.1 million profit and its first ever share dividend. With margins at 13 per cent, it is now set for re-investment in minibuses, midibuses and full-size coaches. Its divergent interests included on-bus advertising, contract motor engineering and European tours. Page 12

■ **Southend Transport should be sold** by tender says a leaked confidential report from accountants Price Waterhouse. Closure of the municipal and its sale to competing Badgerline were ruled out but continued ownership by the council risks depreciating its value, says the report. Page 13.

## COACH AND BUS EVENTS:

- January 15 to January 31: British Coach Owners Study Tour to United Bus Owners of America conference and show, Miami, and Mexico, tel 0235 812127.
- February 15 to 18: Smart Card '93. Wembley Conference Centre. Lowndes Exhibition Organisers, tel 0733 394303, Fax 0733 390042
- March 27: The Future For Public Transport In The West Midlands - RTP/CIT/RICS one-day joint regional conference on transport and planning, Birmingham Polytechnic. Elaine Taylor, tel 021 331 5112.
- September 13 to 17: PTRC European Transport Highways and Planning 21st Annual Summer Meeting, University of Manchester Institute of Science and Technology. Zofia Duszynska, tel 081 741 1516, Fax 081 741 5993.
- September 13 - 17: 26th International Symposium on Automotive Technology and Automation Conference, Aachen, Germany. ISATA tel 081 681 3069.
- November 16-19: Autotech '93, National Exhibition Centre Birmingham. Julie Brown/Corinne Paine, IMechE, tel 071 973 1316.

## COACH AND BUS

# Tracky comes to the rescue

By Andrew Jarosz

TWELVE months after its sale to a consortium of employees and Derby City Transport, Lincoln City Transport is to be 'rescued' from financial difficulties by Lincolnshire Road Car parent, Yorkshire Traction Group.

Lincoln City Transport's managing director, Bob Hind confirmed that an offer to shareholders had been made by YT, and would be considered at an extraordinary general meeting on January 3.

Traction's offer for the company is understood to give a slight premium on the original share value, giving both DCT and the employees a return of their investment, plus a guarantee of at least six months employment to existing staff.

LCT employees have been sent a document showing the company is losing money heavily and warning that the company could go to

the wall, along with the offer. It is believed that the company was breaking even until the middle of this year, but had since suffered the loss of £128,000 concessionary fares and revenue support income (*Coach and Bus Week*, November 7).

Other factors affecting the company's financial standing included problems with MMI insurance, the opening of the city bus station to competition from Road Car in April, and a 13-week road closure on services into Birchwood.

The company has also had to contend with the strengthening of Road Car competition on virtually every service in the city.

Frank Carter, the managing director of Yorkshire Traction, told *Coach and Bus Week* that the offer represented a payment for goodwill: "We could have stood back and watched the company go to the wall, but that would have damaged the passenger base for all oper-



LCT: in difficulties

ators in the city."

The company is capitalised at £123,000, with £60,000 worth of shares being unissued and held in trust for future sale. Traction's offer for the share capital of the company would undoubtedly lead to rationalisation, but Mr Carter promised that, with Road Car in charge, the city would have an excellent service with very high frequencies.

"We would hate anything to happen that would damage Road Car as well as LCT, and there really isn't room for two competing operators in such a small city," he said.

## BUS

# Kentish Bus is first to run LT Routemasters

PROUDMUTUAL subsidiary Kentish Bus has won the contract to run crew-operated Routemaster buses on London Transport's route 19 (Finsbury Park - Battersea) for the next three years.

Route 19 is the first crew-operated service to be put out to competitive tender, and is currently run by London Buses subsidiary, London General.

Kentish Bus will take the route over next spring, and run Routemasters leased from London Transport but carrying Kentish's maroon and cream livery.

Kentish Bus' general manager, Brian Hirst, said the contract was a significant step in the company's progress in the capital.

"We expect that this is just the start and the tendering process will continue to

encompass other crew-operated routes so it is inevitable that those going for tendered services will have to consider crewed operations."

The PVR for the route is 19 vehicles. Mr Hirst said 23 or 24 Routemasters would be leased from London Transport and around 60 crews recruited for the route.

Kentish Bus would be fully responsible for the maintenance and upkeep of the Routemasters, and the company was currently negotiating for a base near the route.

Vehicles will be supplied to Kentish Bus from a batch of Routemasters currently going through the LT refurbishment programme.

Mr Hirst said: "This is highly significant and another first for Kentish Bus. The appearance of the first



Brian Hirst

Routemasters to run in private colours in London denotes the fact that Kentish is a very serious operator in the capital."

LT said that service patterns would remain unchanged when Kentish took the route over. At present route 19 terminates in Chelsea rather than Battersea, but service to the other side of the river will resume when Battersea Bridge re-opens in the new year.

CBW



## ■ COACH

# Land Travel - can you help?

COACH and Bus Week readers have been asked to help strengthen the case for Land Travel holidaymakers so they can sue the Department of Trade and Industry for alleged negligence.

Bristol solicitor Tim Elliott has applied for legal aid to help consumers take on the DTi. When Land Travel crashed owing £10 million, around 40,000 people lost money.

The lawyer, working for Lindleys of Clifton, plans to issue a High Court writ claiming the DTi was negligent and in breach of its statutory duty under the 1985 Companies Act. To do

so, he has to prove that the DTi knew of Land Travel's difficulties long before its collapse yet did not wind up the company.

"We have evidence that the DTi knew of its problems," Mr Elliott said. "A lot of credit for this goes to Nigel Griffiths, MP for Edinburgh South. He has done an awful amount of research.

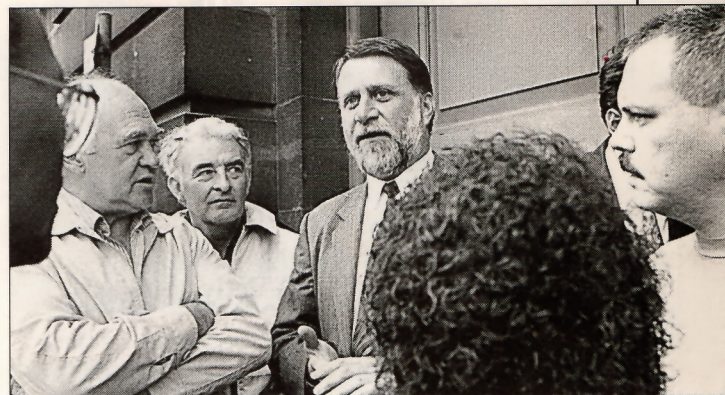
"There are letters the DTi would wish we hadn't got." But he said any further evidence to help prove that Land Travel's insolvency was public knowledge long before its collapse would help strengthen consumers'

claims.

Mr Elliott said the case could break new ground in proving the DTi could be culpable. The DTi had, however, already used its powers under the '85 legislation to wind up companies 'in the public interest.'

Land Travel had been prosecuted for late signing of accounts, said Mr Elliott, and its accounts heavily qualified by auditors. One social club secretary, a retired accountant, wrote to the DTi to draw its attention to Land Travel.

Operators with written evidence of problems with Land Travel can send the in-



Flashback: Land Travel creditors hear the worst

formation to Tim Elliott, at Lindleys, 16 Arlington Villas, Clifton, Bristol BS8 2EC.

■ Land Travel entered Parliamentary debate last week when MP for Gordon, Malcolm Bruce, revealed that the Government was aware that the firm was trading £2.1 million in the red before it crashed.

"... not only was Companies House aware that the company was trading at £2.1 million adrift in terms of liabilities in relation to assets,

but that Ministers were also aware of it and initially denied it," he told the House.

John Denham MP, for Itchen, Southampton, added: "It was obvious to many people that it was going under. It was obvious to Price Waterhouse, the auditors, and the state of the company was drawn to the attention of Ministers by Conservative Members of Parliament and local Conservative clubs. Despite that, the company continued to trade."

## ■ COACH

## Package deal laws 'legalised robbery' say MPs

THE Government's package deal legislation has been heavily criticised by MPs as 'legalised robbery.'

In last week's Commons debate on the new regulations - expected to be rubber-stamped at The House of Lords this week - the DTi came under fire for three years of delays, failing to close the surcharge loophole and deciding against licensing 'bonded' operators.

Leading the charge was MP for Edinburgh South, Nigel Griffiths. He claimed the Government had ignored advice to the extent that ABTA says the legislation is unworkable. He

quoted ABTA as saying: "These provisions are so flawed that the Government will be actionable in the European court for failing to implement the directive."

"For three years, the Government have refused Labour's pleas for better protection for holidaymakers. Now, ministers are being forced to take action by the European Commission, but they have left it until the very last minute," he said.

He said thousands of consumers had been "taken to the cleaners," that the legislation was riddled with loopholes and that abuse of the system

would continue virtually unabated. Due to the absence of licensing, many claimed bonds would be worthless.

"From January 1, Arthur Daley companies will simply sign a certificate claiming to be bonded but no-one will be checking them," he said. Mr Griffiths said the opportunity to put unscrupulous operators out of business had been missed.

Darlington MP Alan Milburn drew attention to failed coach operation Scotts Greys. He said they had falsely hidden under the Bus & Coach Council's umbrella.

"Scotts Greys took advantage of its

membership of the BCC, displaying the council's logo prominently on its letterhead and claiming its membership in advertising material," he said. "The company never once pointed out, however, that it was not a member of the BCC bonded scheme.

"Scotts Greys resigned its membership of the BCC in July. Needless to say, it did not bother to tell any of its customers of that fact."

He said Scotts Greys' symptoms had been obvious: "... during the previous 12 to 24 months it had been disinvesting from its bus and coach fleet. It had been flogging off its assets."

## ■ BUS

## Decker-chassied single deckers plan

MUNICIPALLY-owned Fylde Borough Transport, which has been updating its fleet this year by having double deckers comprehensively refurbished, is planning to take rebodied single deckers on double-deck chassis next year.

Fylde's managing director Ian Marsh said services had been identified where a single decker could cope with demand.

"We have far less vandalism on single deckers and they are proving friendlier with the passen-

gers," he said.

Four Leyland Atlantean PDR2/1 dating from 1971 have been acquired from Kingston upon Hull City Transport and the chassis are currently being overhauled by Fylde.

The 33 ft chassis is being extended by 2 ft at the front to house the radiator and give the buses as wide an entrance as the Optare Deltas currently in the Fylde fleet.

The rear engine compartment is to be restyled with the movement of the

exhaust system to aft of the power unit. This in turn permits a cool air scoop to be placed forward of the unit. Other major components are being refurbished and a new autolube system is to be fitted.

The completed chassis will be rebodied early next year by Northern Counties with the new single-deck Palladin body.

It will be fitted with 42 dual-purpose seats giving the company provision for 19 standing passengers plus additional comfort. **CBW**



"IT'LL SAVE HOURS IN THE WORKSHOP, IAN"



## ■ BUS

### Snag of centre

INDEPENDENT Sheffield Omnibus has highlighted one of the real problems of the current city centre bus allocation system - by being unable to cover withdrawn journeys. Managing director Ian Dyson said South Yorkshire Transport had withdrawn some vehicles on the Bate-moor service and had converted the 52 service to Woodhouse from minibus back to big-bus operation.

"We were all allocated a certain number of city centre bus slots per hour by the commissioner in July which corresponded to a standstill in the number of buses in the city centre," he said.

"Now that SYT has reduced its number of buses we would like to take over some of those slots and still not affect overall totals."



Omnibus: slots limited

He made an application to the traffic commissioner's office which required confirmation SYT had vacated the slots. "SYT said it planned to use those slots in the future, and that was the end of it," Mr Dyson said. He called for a policing system to ensure that the agreed number of slots was always used.

"We have no evidence that SYT plans to use those slots and, as long as this system exists, we need assurances somebody is checking Sheffield passengers are getting maximum service regardless of which companies are providing it."

## ■ BUS

### How congestion was cut in city

THE dramatic reduction in congestion in central Sheffield streets has been put down to a mixture of traffic management measures and the traffic regulation order imposed on bus movements by Sheffield city highways and planning chief Roger Donnison.

Mr Donnison had warned that all the management changes demanded by deputy traffic commissioner Horner were not physically possible but suggested that

forthcoming plans might remedy the situation (*Coach and Bus Week*, June 20).

Since then two phases of changes designed partly with the construction of Supertram in mind have been introduced directing private cars on to a ring road route around the centre.

Mr Donnison said: "I think it's certainly traffic management rather than traffic regulation conditions that have cured most of the congestion, although the

## ■ COACH AND BUS

# Sheffield probe: re-run promised

By Andrew Jarosz

A COMPLETE re-run of the public inquiry into the traffic regulation order for Sheffield is promised as the weight of repetitive evidence mounts up in the appeal against deputy traffic commissioner Brian Horner's June decision (*Coach and Bus Week*, June 13).

Sheffield Bus Operators Association has chosen to appeal against the ruling by correspondence, which is understood to be a less costly method and involves the Secretary of State handing over adjudication of written evidence to senior lawyers.

The appellants give a

number of legal challenges on 10 grounds but essentially there is no dispute over the original TRC as published prior to the inquiry, only over the decision which effectively banned new registrations.

Responses to the challenges have been submitted by Mr Horner and a number of original involved parties including South Yorkshire Transport, whose solicitors argue among other things that the appeal has been incorrectly submitted according to legal procedure and should not be considered.

George Watson of Sheffield Omnibus said the appellants had tried to be constructive over the problem.

"We recognise that the traffic situation has changed dramatically since June and are proposing one or two enabling improvements. You have to see the situation for yourself to realise that there is now no need to ban additional registrations.

"We are glad that everyone has had an opportunity to have their say, but the playing field has changed and I hope the Secretary of State will take note of events that have moved the situation on," he said.



Before and after - Sheffield congestion has been dramatically reduced



TRO has had a minor effect.

"Conditions in the centre for transport operators and shoppers have improved but this is not the end of the scheme."

Traffic in Haymarket,

Waingate and Arundel Gate is already flowing well. The next phase will make High Street one way for buses and eliminate congestion at Castle Square where it exists.

"Our view is that you

will probably have to manage the city centre in a deregulated bus environment using combinations of TMM and TROs. We are still looking at tweaking in a small number of changes."

## ■ COACH AND BUS

# Yorks war of the words continues

THE verbal war between East Yorkshire Motor Services and Kingston Upon Hull City Transport continues over competition on the Pocklington to York service (*Coach and Bus Week*, December 12) which now sees up to six buses per hour where there were previously only two.

KHCT's York Pullman subsidiary, for which there is now a preferred bidder, operates in front of the established EYMS service and is

often preceded by a second EYMS decker.

Roy Mitchell of KHCT had said that complaints from EYMS were remarkable, as they had started competition against KHCT in Hull and were now complaining of the same happening to them.

Peter Shipp for EYMS responded by pointing out that the nature of competition is not the same. "We have certainly started

new competition against KHCT in Hull but we have tried to be sensible about it and it is making money."

He points out that in Hull where KHCT had had a 20-minute frequency, EYMS had introduced buses to give a regular 10-minute frequency.

On the Pocklington service, however, he said KHCT had simply put buses on, five minutes ahead of the EYMS half-hourly service.

"KHCT has responded exactly the same way in Hull. They have moved their timings to destroy even headways which does nothing to enhance the service for the passenger," Mr Shipp said.

He confirmed that the company was withdrawing some of the timings taken over from Metro Coaches in Hull to reduce competition on over-bussed routes and offer an attractive regular service to passengers. **CBW**



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■ **MIKE** De Courcy Travel is speeding up its park-and-ride scheme in Coventry with a 50 per cent higher frequency. The ride from the Memorial Park costing 60p return has had to be stepped up from four buses an hour to six due to a 30 per cent increase in public usage.

■ **SEM** Canterbury took a fortnight to refit a ten-year-old Renault Traffic mobility bus and put it back on the road for Burnett House nursing home in Kent. A new floor, extra seating, wheelchair clamps, fold-down ramp and general refurbishment were carried out in a bid to cut costs.

■ **SOLENT** Blue Line's winter guide has got a special mention in Doe's Directory of Bus Timetables for its innovative nature. The full-colour leaflet not only gives the times, but the types of buses and pictures of local beauty spots.

■ **WESTMINSTER** is the latest local authority to introduce a residents smoke line. The public has been invited to telephone complaints about coaches, buses, taxis, trucks and cars emitting black smoke. The offending vehicles' owners will be traced via the registration mark through DVLC Swansea and advised of the problem.

■ **CORPORATE** Affairs Minister Neil Hamilton has launched the first of nine pilot Business Partnerships being formed to heal the rift between business and local authorities. Hounslow Business Partnership hopes to streamline enforcement of regulations and weed out unnecessary bye-laws.

■ **EC** ministers have agreed a resolution to assess the cost to business of impending legislation before passing it. President of the Board of Trade, Michael Heseltine, chaired the Brussels meeting.

■ **DRAWLANE** Bus subsidiary C Line of Macclesfield becomes part of Cannock-based Midland Red North from the beginning of next month, as most of the company's administrative functions are transferred to the Staffordshire headquarters.

## ■ BUS

# Merseybus gets Titans

By Andrew Jarosz

SUBSTANTIAL numbers of Leyland Titan deckers are destined for Merseybus as the company becomes the first major operator to take advantage of London Buses' recent withdrawal of the type.

Up to 120 buses are possible purchases for the company, which is embarking on a rapid fleet renewal programme after repainting the entire fleet within a year.

Commercial director Dominic Brady said the

actual number of buses purchased was likely to be around 100, but the company was keeping an open mind on taking more.

"We see the Titans as a window of opportunity for the company to get it through its next two years. We should then be able to buy new vehicles to keep up to date," he said.

Thirty four buses have already been received, with three being broken for spares.

All have been allocated to Gilmoor depot which operates some of the most



Merseybus: No clash with Titans

frequent routes and will give a reasonably higher standard of service.

The buses will soon be assessed mechanically and put through a mini-refurbishment programme at MTL Engineering. They will also release the best of the older vehicles for major refurbishment.

Merseybus continues to operate 20-year-old Atlan-

teans and many of these are expected to continue as newer non-standard types are eliminated from the fleet.

"We're getting our act together and are far more quality conscious. We are competitive on price, better on quality and will soon be offering our repaint facilities to other companies," Mr Brady said.

## ...and new Optare

MERSEYBUS has taken delivery of its first new bus for over three and a half years - a 17-seat Optare MetroRider, specifically designed to meet Merseytravel's stringent DiPTAC regulations.

Described by Alan Coleman, Merseybus business planning manager as "the most DiPTACed minibus in the world," the MetroRider features a redesigned entrance and steps together with two-and-one seating inside.

The twin-leaf entrance door has been widened and although step heights con-



tinue at 275mm and 200mm the step treads have been extended to 300mm.

Seating is to MPTE specification of 600mm single seats and 900mm twins together with a wide gangway.

Destination equipment features a 200mm front box

with side and rear displays. Additional lighting is incorporated over the door and in the steps and Transmatic high-intensity lighting features inside.

Textured handrails, palm bell pushes, and the usual required enhancements complete the vehicle

design and build this unique vehicle to full requirements without having to compromise on quality or standards," he said.

Mr Coleman confirmed that Merseybus had ordered a further two MetroRiders to 'SuperDiPTAC' specification and three with 23 seats.

## First new bus for over three and half years

to full Merseytravel standards.

Optare's managing director Russell Richardson said the hybrid modifications were possible because of the integral construction. "We were able to

## ■ BUS

# Caldaire: £4m orders

CALDAIRE Holdings, now only responsible for the West Riding group of companies since the demerger with North East Bus companies (*Coach and Bus Week*, July 25) has ordered 51 new buses for 1993.

The £4 million orders feature the Dennis Lance as heir apparent to the Leyland Lynx with 30 expected as well as the five Volvo B10Bs already announced.

Both types will carry the new version of the Alexander city bus body.

Four Volvo B10Ms will come

as replacements for Leyland Tigers on the White Rose express service and introduce the Wright Endeavour body to the fleet.

Twelve Optare MetroRiders to the wide-bodied 31-seat design will continue minibus replacement and join 22 similar buses already in service.

The full-size buses will replace a mixture of Leyland National 2s and double deckers with the B10Bs going to Selby & District and the Lances being shared between Yorkshire Woollen and West Riding.

## ■ BUS

# LB taking yet more Pointers

PLAXTON'S successful Pointer body on top-selling Dennis Dart continues to find favour.

A £1million repeat order from London Buses brings the total sold to over 500, including 260 for London Buses.

The latest order calls for 13 for London United, taking its Pointer fleet to 96, and 22 for London General, which will then be running 67 Pointers.

All will be on nine-metre chassis and will be delivered between March and May 1993. "This order underlines Pointer's position as the best-selling midibus body," David Quainton, Plaxton bus sales director, said.

CBW



## COACH

# WA opts for Europeans

By Andrew Jarosz

WALLACE Arnold Tours has confirmed speculation that it will be buying new coaches from the continent next year, thus ending the virtually exclusive purchasing of UK-bodied coaches since 1987.

Next year's orders currently stand at 50, all on Volvo B10M chassis, but bodied by Van Hool, Jonckheere and Plaxton instead of just Plaxton as intended by the tour company earlier this year (*Coach and Bus Week*, August 8).

The order will keep the Wallace Arnold current fleet size at 188 but will mean the retention of some G-reg Volvos.

The company has made a practice of making additional orders after initial bookings start to build up in the new year, and is expected to review its policy after booking levels have been assessed.

Half of the new orders will be bodied by Van Hool, 20 by Jonckheere and five by Plaxton.

The company is maintaining its support for Plax-



Van Hool back in favour

ton by taking both Premiere and Excalibur bodywork within its order.

Wallace Arnold operations director Stephen Barber said that this year the company was concerned at the amount of teething problems that occurred on its new coaches and said that these problems were not addressed quickly enough.

"Once Plaxton realised the seriousness of the problems we were most impre-

ssed at the amount of work that went into putting the vehicles right and also with their improvements and modifications," he said.

Since the purchase of Setra and Bova integrals in 1983, Wallace Arnold has stayed with the B10M chassis for the vast majority of its requirements, having only added two Dennis Javelins, two DAF SB3000 and five Mercedes 0303 coaches in the last three years.

## COACH

# Cabotage moves one step closer

THE first steps towards allowing coach operators to run coach and bus businesses in other European Community countries are to be introduced from the beginning of next year.

From January 1, 1993, so called 'closed door' tours, where the same coach is used to carry the same group of passengers throughout the journey, and services carrying workers or students in border areas will be able to be operated by UK companies entirely within other EC countries. For example, an international coach operator taking passengers to Spain will be able to run local tours before returning to the UK.

From January 1 1996 any tourist coach cabotage service will be allowed. Cabo-

tage is now the accepted term to describe the process of an operator from one EC member state picking up and transporting passengers within another.

The European Commission is to report to the Council, made up of cabinet ministers of member countries, on the case for extending cabotage to scheduled bus services, together with a proposal, if appropriate, by December 31 1995.

According to the Department of Trade and Industry, the UK will continue to press strongly for further progress in this area to allow our deregulated bus and coach industry more opportunities to compete for business in the Community, and that will include the provision of regular bus services.



Essex firm gets Algarve 1



Yorkshire Traction takes ten

## BUS

# Darts are the Wright choice

TEN additional Dennis Darts now being delivered to Barnsley-based Yorkshire Traction follow a batch of Wright-bodied Scania K93 single deckers and underline a commitment to ongoing fleet renewal.

Operations director George Peach said the first six Plaxton-bodied Darts delivered last year had proved very popular, and

the new intake would initially replace minibuses on local services.

Cascading vehicles through the company and its subsidiaries will release older double deckers for withdrawal or sale.

The 41 seaters have provision for 18 standing passengers and include the 1000th Dart chassis to be built.

## COACH

# Javelin on target in Billericay

RAYLEIGH Roadways Ltd of Billericay, Essex, has taken one of the last Caetano Algarve I coaches from Salvador Caetano (UK) Ltd.

Mounted on Dennis Javelin 12-metre chassis, the new coach is fitted with 53 reclining seats, courier seat, plug door and tinted, bonded side windows with full draw curtains. It replaces a three-year-old coach on similar chassis, but with Duple 320 coachwork.

CBW

■ GREATER Manchester bus pass holders for blind and visually-impaired people have been nominated for an AMA Good Practice award. Fluorescent orange pass holders can be spotted easily by bus drivers, who can then call out the number and destination of the bus at the stop.

■ BUSINESS lending is down eight per cent in the last quarter, says the Finance & Leasing Association. Leasing itself is down 15 per cent offset by a small, five per cent rise in hire purchase. Consumer lending rose eight per cent chiefly due to K-reg car purchase in August.

■ KENTISH BUS' 227 service has been voted London's favourite bus route in a competition organised by the London Regional Passengers Committee. The service was singled out for the cheerfulness of its staff, their helpfulness towards the elderly and mums with children and shopping, as well as the cleanliness of its buses and proper blind information.

■ METROLINE Travel Limited, part of London Buses, is to run a special bus service between North-west London and Stansted Airport over Christmas and the New Year. Single fare on the SA1 service is £7 for adults and £3 for children. Travelcards will not be accepted.

■ MANCHESTER'S Metrolink LRT system is reducing all adult fares over Christmas by a flat 20 pence. Operating consortium Greater Manchester Metro Limited says the initiative is part of its commitment to keep public transport moving over Christmas in support of the Department of Transport's annual Drink Drive campaign.

■ VAN HOOL has taken an order for 26 of its A300 low-floor buses for NZH Travel. The vehicles will operate at Schiphol Airport, carrying personnel. Van Hool says this is an important breakthrough into the Dutch market.

■ THE 1993 international Year of Older People is being supported by Greater Manchester PTE. It is launching a Give Up Your Seat campaign to help raise awareness of senior citizens' needs.



■ BUS

## Dublin Verdes point the way

PLAXTON Verde buses for Atha Cliath (Dublin Bus) differ from the pre-production vehicles and point the way for future examples built for the UK.

Detail attention following customer reaction to the prototypes has resulted in new aluminium skirt panels and improved interior roof detail around the cab and rear sections.

Early Scania N113 and

By Mike Morgan

Dublin Bus specified the layout of a larger driver's compartment specifically to meet its requirements. It has a low dash to suit DAF instrumentation while allowing full use of the deep windscreen. The electrical distribution centre is in the driver's partition behind the seat, rather than adjacent to the offside wheelarch, and

quarter lights help overcome the effect of the extended overhang.

Irish regulations dictate luggage capacity. Therefore seating is limited to 43 with luggage pens alongside both front entrance and centre exit. Also Ireland has adopted ECE R36 which requires, among other features, 1,200 mm between door leaves, and ejectable roof hatches.

Mr Quinton said: "Aluminium skirt panels are quick-detach, à la Pointer. They also improve the vehicle aesthetically and give the quality of flat panels."

"Although the Dublin Verde meets Irish regs, one requirement was that the first should be certified in the UK."

Main side pillars are extruded aluminium alloy and a two-piece deep cant rail section incorporates the gutter. Interior stress panels are bonded to the pillars and longitudinal rails. Jointing is via aluminium alloy die-cast brackets and high-tensile steel fasteners. The single-piece aluminium roof skin is bonded to the structure.

Entrance step height is 350 mm with just one additional 185 mm step leading to a sloped floor which eliminates further steps in the gangway, but results in two 170 mm steps while keeping the ground to bus step at 350 mm.

Windows are green tinted and gasket glazed. Ventilation is provided by six sliding window units and the windscreen with "Clap-



Tailored to suit DAF SB 220

hands" pantograph wipers is barrel shaped to minimise reflections.

Lazzerini passenger seats are fitted and wipe-clean laminate is used to face not only roof and side

Noise levels are very low throughout the saloon thanks to total encapsulation panels around the engine and an additional noise absorption bulkhead.

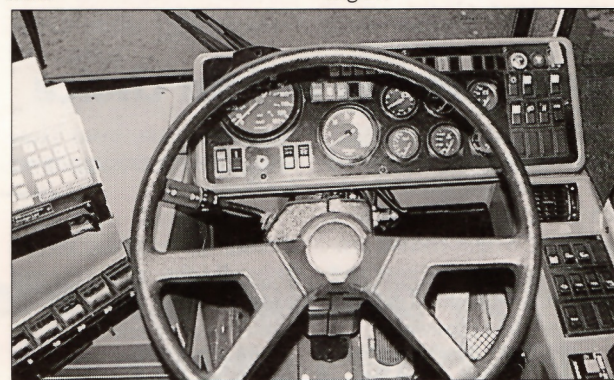
The first vehicle in spe-

### SPECIFICATION

Length	11.706 metres
Width	2.5 metres
Height	3.22 metres
Wheelbase	5.5 metres
Front overhang	2.8 metres
Rear overhang	3.406 metres
Entrance step height	350 mm
Approach/departure angle	7.1 degree
Unladen weight	10,262 kg

cial blue/orange/grey/white livery (not green) for branded services has been approved by Dublin, though interior facings and exterior paintwork have been modified on the advice of design consultants for the remaining 39.

Mirrors on two point fixing arms to avoid vibration are viewed through the quarterlight on the nearside and cab window on the offside.



Cab meets Dublin Bus requirements

### Interior treatment cleaned up

Dennis Lance chassied UK examples have a shorter front overhang and pre-production vehicles had controversial GRP skirt panels.

David Quinton, Plaxton bus sales director, said the detailed changes will be projected into production vehicles for the UK market. He said: "Interior rear end treatment and roof in general has been cleaned up."

"The GRP cab has been deleted for Dublin with the saloon roof line and lights extended to the front so that the roof extrusions can be used to support the cab structure giving it greater strength."

special security provision includes two video surveillance cameras, sliding anti-vandal screen and vault for cash. However, the sculptured cab will be adopted as standard, but fastened into the extrusions.

The 11.7-metre bodies on the 40 Dublin DAF SB220s are the first major Verde order and the first with dual-doors. They have been tailored to suit the right-hand drive European-spec DAF chassis with 2.8-metre front overhang which eliminates intrusions from heaters into the platform area. A 5.5-metre wheelbase helps manoeuvrability and deep



Wright: clear signal

■ BUS

## Q Drive back on the acquisition trail

AFTER a period selling sizeable parts of its operation, Q Drive is back on the acquisition trail having reached an agreement in principal to buy Luton & District's Slough Bus operation.

Managing director Len Wright said: "It is a clear signal that Q Drive is still in the bus business."

The deal, which is expected to be completed by the end of January, will add 40 vehicles, 100 staff and Slough garage to the Q Drive portfolio.

Its Bee Line subsidiary has a neighbouring depot in Maidenhead which runs 40 per cent of the Slough bus market. With L&D running the other 60 per

cent the move is seen as a logical acquisition.

Mr Wright said: "I can make no comment about any possible re-organisation, but the staff will be consulted as soon as the deal is completed."

Slough Bus was originally part of London Country North West. **CBW**





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## ■ COACH AND BUS

# Plymouth pays first dividend

SUCCESSFUL west country municipal, Plymouth Citybus, paid a dividend to its shareholder for the first time. The payment of £250,000 to the city council came after the company recorded a pre-tax profit of £1.175 million - reduced to £792,211 after tax. Turnover was almost £9 million, giving a margin of 13 per cent.

By Richard Simpson

It is the third year running that Citybus has returned a profit, and the £0.25 million dividend is roughly equivalent to £1 for every man, woman and child in Plymouth. This year's retained profit of £542,211 is destined to continue the company's investment pro-

gramme, including new midi and minibuses and full-size coaches.

European tours were added to the Citycoach business portfolio, and proved extremely popular, while on the bus side the company has won a successful park-and-ride contract.

On-bus advertising is an important part of Citybus' income and, during the year, the company set up its own in-house sales service because it felt specialist agents were under-performing in the recession.

The car and commercial engineering operation was also a significant earner for Citybus, increasing business from private motorists and fleet operators. An important gain was a contract to service trucks and light vans for British Rail.



Citycoach has branched into European work

## ■ COACH AND BUS

# Luton & District opening shop

LUTON & District Transport is opening a new travel shop in Stevenage bus station. The facility will replace L & D's existing outlet at the old bus garage in Danestrete.

Travel information, Bus Bond and National Express tickets will be available, alongside the Luton & Dis-

trict company's own programme of day trips.

Commercial manager for Luton & District's Stevenage area, David Shadbolt, said: "We are really pleased to be able to open our new shop, which will be much more convenient for all our customers."

## ■ COACH AND BUS

# Scania starts to feel effects of recession

THE recession in the western European heavy vehicle market is being felt at Scania, where sales of buses and trucks have fallen to 21,900 in the period January-September 1992 compared to 24,200 for the corresponding period last year. Sales turnover fell from SEK 13,041 million (about £1,260 million) to SEK 12,220 million (about £1,181 million). Saab-Scania Group's operating profit fell from SEK 1,174 million to SEK 1,059 million, equal to 5.5 per cent of sales. Last year the operating profit was 5.7 per cent.

Although 75 per cent of Saab-Scania Group's sales are in Europe, the south American and south east Asian markets are becoming increasingly important for Scania's heavy vehicles. Sales in Argentina, for example, have doubled.

## ■ COACH AND BUS

# Chairman slates sales policy

PLYMOUTH Citybus chairman, Labour councillor Ron Simmonds, hit out at Government pressure to force the sale of municipal undertakings at the bus company's annual general meeting.

Councillor Simmonds said: "Plymouth Citybus is today one of the country's leading municipally-owned bus companies.

"Together, we have demonstrated how a local authority can adapt and manage in the best interests of local people.

After the meeting, he told the local press: "Unless we are forced to do anything else by the Government, this is the way we want to keep it."

Citybus managing director, Brian Fisher, anticipated a forced sale and prepared plans for a manage-

ment and employee buy-out after the Conservative victory in the General Election (Coach and Bus Week, April 26).

The 13 per cent profit on turnover is well ahead of the industry average, and has been achieved by Citybus in the face of a recession and continuing competition from Badgerline subsidiary Western National.



Citybus md Brian Fisher

## ■ BUS

# Wrights for Red & White

GWENT'S biggest bus operator, Western Travel subsidiary Red & White, is adding 15 more Wright-bodied Mercedes midibuses to its fleet. The deliveries follow an initial order for four which went into service at the end of last year.

Based on the 811D chassis cowl, the buses have 33 seats and room for nine

standees. Red & White's engineering director, Peter Johnson, said some of the vehicles were destined for services running from Newport to Abergavenny, Hereford and Brecon.

"These are long services, two hours from end to end. They pass through a variety of traffic conditions including quieter rural areas in

the north. Other buses from the latest intake are on service in the Rhymney Valley where different traffic conditions require a durable vehicle to cope additionally with short-distance travellers." The delivery brings the total number of Wright-bodied Mercs supplied to Western Travel in the last year to 40.

CBW



Western Travel has taken 40 Wright-bodied Mercs in the last year



## ■ COACH AND BUS

# Get set to sell municipal, accountants tell Southend

By Richard Simpson

ACCOUNTANTS Price Waterhouse has recommended that Southend Borough Council prepare its municipal bus company for sale.

One option might be for an outside company to take over a majority of the shares, but leave some for the present management and employees.

Price Waterhouse's confidential report has put forward four options for the future of the company, which faces intense competitive pressure from Badgerline subsidiary Thamesway. These are:

- Close the company and sell the assets;
- Sell the business to rival Badgerline;
- Sell the company as a going concern on a tendered basis;
- Retain ownership.

Options one and two are ruled out by Price Waterhouse at this stage and the prospects for a full management-employee buyout are also slim.

Retaining the company is seen as risky because selling the company would be more difficult if things got worse.

But the council has yet to make a firm decision on the report. A statement issued by Conservative deputy council leader Charles Latham and town clerk Douglas Moulson after the



Southend's Routemasters slug it out with Thamesway's minis

report was leaked to the local press said: "Following the advice which has been received, further work has been requested to support the recommendations contained in the report.

"At this stage the matter will be considered again by the policy and resources committee."

Although Southend has suffered from the competitive activities of Thamesway, culminating in an Office of Fair Trading investigation (*Coach and Bus Week*, December 12) the Price Waterhouse report maintains its short-term future is relatively secure.

It says: "Forecasts prepared by management do not indicate that the company is likely to be insolvent at the year end on a balance sheet or cash flow basis."

But the accountants do recommend that a planned £200,000 new vehicle invest-

ment programme be reconsidered because, if the company was sold, the investment might not be recovered.

Competition law would cause difficulties if the company was sold to Badgerline whether or not this was on a competitive tender basis.

Five other companies have been approached by Price Waterhouse as it sounded out industry interest in the municipal. The report says: "Most of them

know the company well and are familiar with the competitive situation.

"This does not discourage them. All of them also said that they would be prepared to consider a majority stake in the company which would leave up to 49 per cent for the management and employees."

The report concludes: "Our recommendation is therefore that the council should begin preparations to sell the company."

Councillor Latham said he did not want to see Thamesway gain a monopoly in the town.

"The less profitable or loss-making routes, quite a number of which are necessary for the elderly, would probably be axed. There would be no incentive for them to run those routes.

"We are going to try to ensure that they are not successful in their apparent attempts to drive Southend Transport out of town."

## ■ COACH

### More coaches for Citysaver

THAMESWAY has added more second-hand coaches to its fleet on the Citysaver London commuter service following the recent introduction of a £730 annual season ticket (*Coach and Bus Week*, December 5).

Marketing manager John Taylor said: "For a number of reasons, the number of coaches and who we acquired them from is

commercially sensitive. The ticket is proving more popular than anticipated and the additional coaches will go into service immediately they arrive."

Thamesway's Citysaver fleet consists of Leyland Tiger-chassis Plaxton Paramount 3200 and Plaxton/Duple 321 coaches. The most recent date from 1991.

## ■ COACH AND BUS

# Northumbria completes £30,000 pilot overhaul

NEWCASTLE based Northumbria Motor Services has completed a £30,000 pilot overhaul of a Mark 2 Leyland National to bring the vehicle up to full accessibility standard for Tyne & Wear PTA's Care Bus contract.

The PTA insisted on a higher specification vehicle when it offered the five-year contract.

The vehicle operates a fixed route pattern six days a week but has to be available for wheelchair passengers

as well as the semi-ambulant.

Northumbria engineering director John Fickling selected an eight-year-old National for refurbishment.

"East Lancs coachbuilders fitted a new Greenway-style front and updated the vehicle including the fitting of entrance steps and kneeling front suspension, which conformed to DiPTAC specifications," he said.

The centre-door lift is concealed behind standard leaf doors at the

request of the disabled to minimise the stigma felt by them in boarding a vehicle. Northumbria has fitted 23 high-back seats with lap belts and inertia shoulder seatbelts. Additional stanchions, non-slip flooring and other DiPTAC-recommended features are included as standard.

New tracking and anchorages for up to six wheelchairs are fitted and the internal ambience of the bus has been improved with full soft trim, and

enhanced heating and lighting.

"At the end of the day, the bus had to be a National but it now looks like a 1990s vehicle, although it already had a Gardner engine and didn't need the full Greenway treatment," Mr Fickling said.

The bus has become a show model for other authorities to examine, and has replaced a former London Buses National which is now the reserve vehicle.

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## Let's campaign against the numbers game

**I**N the consultation period that led up to the Transport Act 1985, the critics of deregulation painted a picture of dangerous bus wars being waged throughout the land as large operators sought to drive their competitors off their patch.

That there have been a few skirmishes cannot be denied; and the 1930s practice of sandwiching the incomer's vehicles between duplicates of the incumbent, larger, operator, is still being practised as a ploy to drive away competition.

Concerned as I am about these tactics, they do have the merit of being visible to the players, the public and the enforcement agencies. Furthermore, while they might be costly to both parties, the financial wound to the small competitor comes as a debilitating drain on revenues (which can be halted at 42 days notice).

It does not descend out of the blue as one huge financial blow of a size and strength sufficient to put the recipient's entire business in mortal peril.

The ability for the Goliaths of the industry to not just send the Davids home bloodied and wounded, yet able to get up to fight again another day - but to kill them stone dead - was not foreseen in the pre-deregulation debate.

Nor was the means anticipated by which this can now be done. For who would have thought that the means of inflicting this fateful blow could have been executed by competing in the courts rather than on the road; with the fighting strength measured by the ability to pay legal fees rather than muster duplicates; and with the murder weapon being something as innocent as a route number?

Before I continue in my exposure of what I believe to be a frightful attempt by some major players to totally thwart the competitive aims of deregulation, let me nail my own colours to the mast.

In my opinion, small operators whose idea of competition is simply to steal passengers from existing operators by running over identical routes with vehicles that are near lookalikes of the incumbent operator are asking for a thrashing and do not have my sympathy if they get one.

My idea of competition is pro-

viding something different, something better, something more attractive, than my competitor. It therefore follows that I want the potential passenger to recognise and use my service because it is different, not because it is the same.

What does, however, concern me is the developing suggestion, backed by a series of legal decisions, that the use of a route number, or even a similar number to a competitor (eg. my 35X against his

blue and red coaches are running in part over the same route as the green and ivory buses of my competitor. It is because I know that the public associates the number 35 with the roads and places that lie between points A & B, and the X indicates that this service does something extra to that of the 35 route.

I do not for one moment contemplate the possibility that the public associates the number 35 with green & ivory buses and the

the route of the service.

Out on the road, all goes well. No aggro from Big Bus Company, no duplicates, no timetable changes, no fares battles. But one day, like a bolt from the blue, comes the solicitor's letter claiming damages for passing off by adopting what they claim to be their trade mark, the number 35.

No, I won't pay damages, and no, I won't change my route number I reply in utter disbelief that anyone could even try on such a silly trick. And, to cut a long story short, I finish up contesting an action in court and discover to my cost, like, say £20,000 worth, or more, of costs and award damages; that it was not a silly trick at all, but a slick piece of legal footwork that has bankrupted me.

Although the players in this scenario are imaginary, the facts could happen to anyone. I hear of one major operator who contends

that competitors cannot even tender for a route to be operated with one of their numbers without risking an action for passing off - unless the David gets a licence from Goliath to use that number!

And, would you believe, that licence attempts to impose standards of service and even has a clause that purports to nullify the licence if the David party to the contract makes any attempt whatsoever to challenge the validity of this licensing arrangement!

So it appears certain major players are attempting to become the regulatory authority for the deregulated bus industry by virtue of their financial muscle to (mis)use the process of the law to totally see off some competitors, and control the activities of others.

Many readers will find it hard to believe that something as innocent as a route number can be regarded as the exclusive 'property' of one company and lead to the sort of consequences outlined above. I have not tried to argue otherwise, as the weight of legal precedent is now tilting hard in favour of this outrageous view.

So outrageous that it threatens the very foundations of the Transport Act 1985 and so outrageous that, in the consultation paper promised in January to review the regulatory framework of local bus service deregulation, there must be a proposal for legislation to remove this unforeseen, unfair and amazing, development in the quest to eliminate competition.



Route numbers may mean more than you think

35), renders me liable to a claim for damages for passing off. A leading legal textbook defines passing off as happening when one trader represents his services as those of another, and he commits this tort even if he does so innocently with no intention to deceive.

The last few words send a shiver up my spine. Suppose my competitor runs his service

35 over a route from A to B. I discover that a significant number of people want to travel from between points A & B on to C and therefore register and run my service 35X from A to C via B.

Pause for a moment to consider why I have numbered this route 35X. It is not because my

Big Bus Company as such.

I am aware members of the public know the 35 bus route takes them to where they want to go but I fear that, if I called it service 43, they will think it gets there via a different, longer route even

though the destination blind may show the same destination as a number 35.

Or they may think it doesn't service the intermediate point at which they wish to alight.

Whatever other thoughts I may have about competing for some of the Big Bus Company's passengers, my use of the figures 3 and 5 in my service number has been adopted with no intent to pass my service off as theirs, but has been chosen simply to indicate to passengers

**Many readers will find it hard to believe that something as innocent as a route number can be regarded as the exclusive 'property' of one company**

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## Reply has left me confused

From W W Campbell

SIR

Marksman's response to a question (*Coach and Bus Week*, issue 41, November 28) over the driving of recovery vehicles for the purpose of returning a disabled PCV to a depot or place of repair has left me further confused.

Previous advice I have received from both the BCC and the DVLA led me to believe that a holder of restricted category D entitlement (ie the entitlement obtained through grandfather rights to drive a PCV other than for hire or reward and carrying no more than eight passengers) is permitted to drive a recovery vehicle under these limited circumstances, yet your response states that only holders of unrestricted category D entitlement can do so.

W W Campbell  
Traffic officer  
Kelvin Central Buses  
Traction House  
Hamilton Road  
Motherwell

## Why use an accountant?

From S D Rosewell

SIR

I would be interested in knowing whether the Tour Operators' Margin Scheme still presents problems for those involved in operating it. One coach operator informed me that his local VAT Office would/could provide him with no other information on the scheme than a copy of the public notice.

I rang my local VAT office (I am an ex VAT officer, early retired two years) where I was also given the brush off. It would be of interest to know if tour operators are as much in the dark as Customs and Excise appear to be. I now earn my living giving advice on VAT matters but it does concern me that operators may be employing the expensive services of accountants to operate a scheme when they could quite easily do it themselves.

S D Rosewell  
Kingley Cottage  
Paganhill Lane  
Cainscross  
Stroud  
Gloucs

# Ensure spares are available

From Fred Huxley

SIR

Following is a letter sent to Mr Sandy Glennie in reply to his comments (*Coach and Bus Week*, November 28).

"With reference to your comments may I point out that operators are not happy with the present situation any more than you are as a manufacturer, it is simply a case of needs must. Competition in the coach hire business is intense to the point of stupidity and therefore will not support high capital expenditure.

It would appear that Volvo's latest tactics to sell are fright and blackmail, neither of which do much to the credit of a well-respected manufacturer.

We operate some B10Ms which have and are still giving us reliable service, with next to no problems. You suggest that any vehicle over seven years old is going to be difficult to serve.

I think you may find that, if you went incognito to one of your dealers and spoke to a sales person, showing interest in a Volvo chassis coach, and you were to ask 'Will I be able to operate this coach successfully beyond seven years of age?' you would find the answer would be 'Of course, these are very reliable coaches, you will have no problem operating these coaches on front-line work for 10-

12 years.'

Remember that continental operators do not have this obsession, as we have had in the past in Britain about the age of coaches but do maintain all aspects of their coaches to a high standard for use on front-line work for many years.

You must make up your mind what the true image of Volvo really is. Is it, as we the operators have always thought:

A) A good product designed to give a long working life? or

B) A chassis, only good for seven years work?

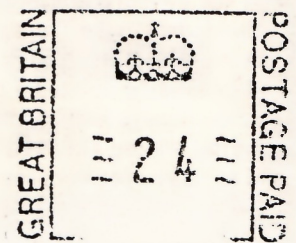
If your answer is B, I would expect sales of Volvo to plummet. It would be the equivalent of the politician's double wammy.

May I recommend that, during this time of recession, you should continue to concentrate on availability of spares at the lowest possible cost to enable all Volvo coaches, regardless of age, to continue to operate efficiently?

Operators have good memories. Bad news sticks in people's memories longer than good news and more people hear about unsolved problems than those which are solved quickly.

The company that looks after operators best in difficult times will be the one who sells new when times improve.

With reference to your suggestion that spares for older coaches will be difficult to obtain abroad,



Write to: The Editor,  
*Coach and Bus Week*,  
EMAP Response  
Publishing Ltd,  
Wentworth House,  
Wentworth Street,  
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or Fax 0733 62656

The editor is always pleased to receive letters for publication in *Coach And Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

may I tell you that the one problem we have had in 1992, with a Volvo, was over an exhaust tail pipe, which we had on order from our local Volvo parts supplier for several months, forcing us to into the situation of repairing the existing tail pipe on two occasions. When this was replaced, on a continental tour, the Volvo agency near Lucerne was able to supply and fit the necessary tail pipe off the shelf on a Saturday morning."

Fred Huxley  
Huxley Coaches  
Greaves Lane East  
Threapwood  
Malpas  
Cheshire  
SY14 7AT

## Just exactly what is good enough?

From V J Schofield

SIR

Please could you tell me what financial shape a company needs to be in before underwriters will grant it the travel protection insurance necessary to comply with the EC Directive on tour operations due to come into force on January 1 1993?

We are a small family company that has traded very profitably for a number of years and with increased turnover.

We have no overdraft and have just injected a further £20,000 into shares but have been rejected by underwriters with no explanation - only that our accounts don't meet the criteria for acceptance. What is the acceptance figure? What do they require to conform with the rules?

I know of a company in the north east that has been accepted for bonding yet will be lucky to see 1993 as it owes money to hotels, coach companies and so on for work done in 1992.

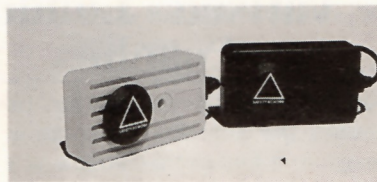
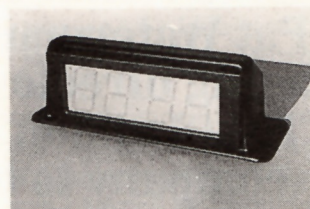
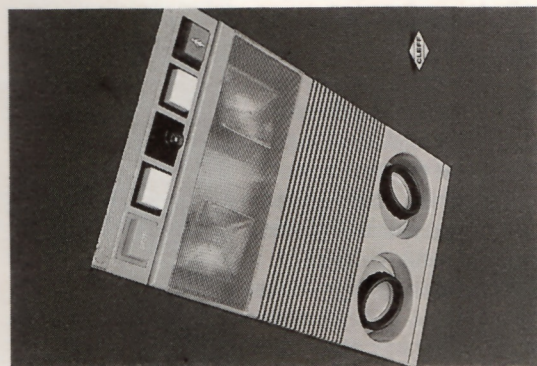
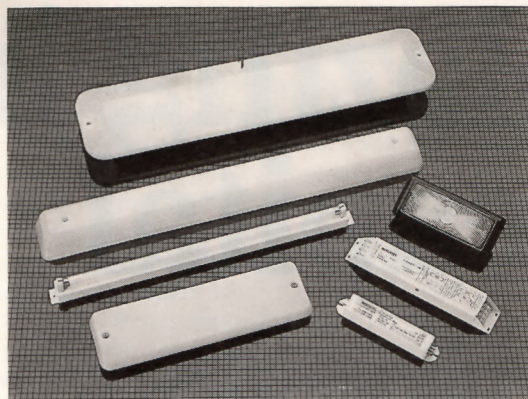
It seems to me very unfair that the EC is content to let good companies go out of business, leaving coach operators on contract with coaches but no work.

We have worked 24 hours a day, seven days a week to build up a good business, only to be told "sorry we don't want you". Comments from similarly affected operators, please.

V J Schofield  
Director  
Sun 'n' Fun Holidays  
8 Newton Street  
Blairgowrie  
Perthshire



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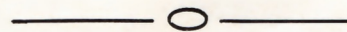
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# Trailblazing in the capital

**P**AT Waterman is one of the new breed of London busmen plucked from the impersonal recesses of a huge organisation to make a success of a small part of it. His career leapt outside London Transport's bus maintenance department in October 1985 when he was seconded on to the team setting up London Coaches to operate sightseeing tours and private hires and develop new markets.

First given the task of specifying and sourcing vehicles, Waterman ended up becoming base manager, one of the first London Buses (LBL) managers with responsibility for operational and engineering management and managing director in 1989 when London Coaches was turned into a separate subsidiary company.

Last May, with three colleagues, he bought the company from LBL, but it was a fairytale which nearly didn't come true, for the management team was out-bid at first by Guide Friday, only getting the company after its rival reduced its offer.

Today, with the experience behind him, Waterman admits that was a bleak time personally. "The lowest point was on January 20 when, at 10 o'clock, I was phoned up and told we were not the successful bidder and the whole Guide Friday management team walked in 20 minutes later."

Despite what he had heard on the grapevine, he had tried to convince himself that moment would never happen and while colleagues tried to reassure him that this was still an early stage in the game, it sapped his enthusiasm. "I viewed myself as the most vulnerable in that situation. Guide Friday would admit that it hadn't appreciated the

## Alan Millar talks to Pat Waterman, managing director of the first London Buses company to be privatised - London Coaches

complexity of the business and that helped secure the position for some of my colleagues. I had to take a view of whether I should try to secure a job with Guide Friday or seek one elsewhere. It was a very unpleasant time."

Happily for Waterman, the nightmare lasted only for a month, but the deal the management team and financial advisers Capita had put together with banks and venture capitalists the previous autumn was no longer available and a new one was agreed only after a complex sale and leaseback deal was worked out with Hughes DAF (from whom most of its modern fleet is leased) on some of the Routemaster sightseeing buses. The managers own 90 per cent of London Coaches and Capita, whose representative Philip Hunt is a non-executive director, owns 10 per cent.

In some ways, he admits the buy-out was an anticlimax. "It took about four or five weeks for reality to sink in. We are doing things slightly differently but, in the main, the same criteria are there. The shareholders are different and we meet with a proper bank instead of the London Buses board which was our bank before. As a group, we

have the motivation to do well, but that always was there. It was all worth it, though. This is what I've personally wanted to do since I started working - to be my own boss. I'd come close to leaving and doing something different at times. The privatisation of London Coaches was on the cards for three years and it is a nice feeling to have been part of that.

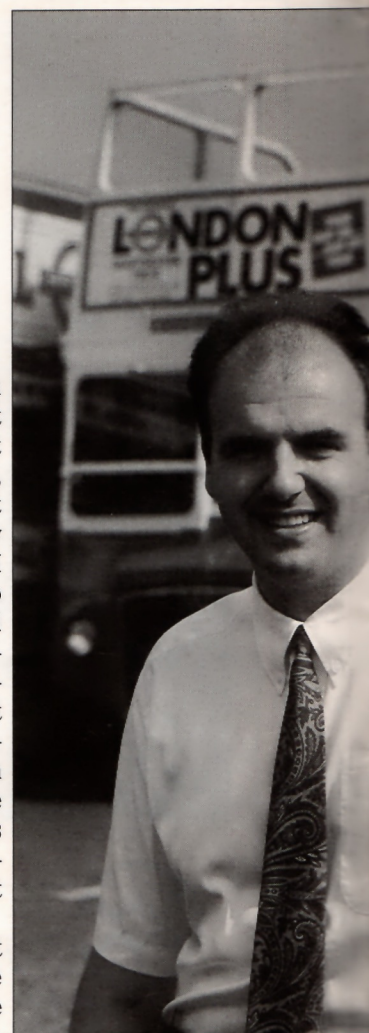
"But that doesn't take away any of the problems. They are greater. As part of a big organisation, you are shielded from issues like insurance. It's a harsh world out there."

He believes many of the big company disciplines will help them succeed in that harsh world. "We do run as a formal company. Partly, that is because of the London Buses background. We turn over £7 million so we are a reasonably big company and it is important we manage it properly. We hold board meetings and weekly management meetings come what may. It is very much management by committee, but we listen to what the guys are saying on the shop floor."

Right from the start, Mr Waterman's team was pioneering new thinking within LBL. "Our operating circumstances were very different. Pay and conditions were different. We went for multi-tasking in a lot of areas. We were still very much tied by some London Transport things, but we've pioneered things, like working practices for the rest of the fleet. We were forced to do this because we were operating commercially."

This philosophy, and a determination to pitch itself in the quality end of the market, helped London Coaches lessen its dependence on the highly volatile sightseeing business. Today, the Routemasters account for less than half of the fleet; in 1986, they accounted for over 80 per cent of a much smaller operation. Then, most of the others were used for guided sightseeing or on short lived express coach services.

It has built up good quality, year-round private hire business and started developing work with tour companies after winning a



London Coaches managing harsh world



Trailblazing in Europe - a London Coaches RM in Berlin



# INTERVIEW



director Pat Waterman: 'It's a d out there'

prestigious 11-vehicle contract to transport pupils on a network of routes to the Japanese School in London after it relocated from St John's Wood to Acton.

The coaches could be used for other work between school runs and in the school holidays. And it got into the north Kent commuter market around the same time when it won a contract to provide coaches for the New Ash Green Commuter Club in north Kent, probably the last self organised commuter club in the London area. From running seven departures a day, the company has developed commercial commuter services with 40 departures a day from a separate base at Northfleet and Mr

Waterman believes coaches are only just scratching the surface of a potentially huge market.

Commuter and tourist operations do not always mix happily, but he says it does help London Coaches get the most out of its vehicles.

"You are limited to how many coaches you can get into London, but some of ours are up early enough to do the Japanese School contract. We have a number of coaches available for all-day tours, we have some from 9 am to 5 pm and some for only four or five hours and we have a very diverse pricing regime to take account of this.

London Coaches pulled out of the guided coach tour market last February. Deprived of its Wilton Road terminal in Victoria, it had lost one of its greatest strengths in a market which relied heavily on scarce American tourists. "Four operators were competing in a market for three and we felt we were better concentrating on other parts of the business," he says. It also cut its administration bill as it now generates only half of the invoices it did when running the tours.

Multi-lingual taped commentaries have broadened the appeal of the main round-London tour and to protect itself against the City of Westminster's threat of curbs on tourist buses, the London Plus hop-on/hop-off tour was started in mid-1991. It has succeeded where similar ventures like Culturebus failed in the 1980s. "Culturebus was marketed as a bus service that went to

the tourist attractions. Ours is a sightseeing tour that you can get on and off.

The fare is governed by the availability of the £2.90 daily Travelcard in London. Its real value is more than the fare you can reasonably charge, but it is a secure way of getting around London for people who don't know the bus or Underground systems."

To compete with rivals' bigger buses, 10 Routemasters were stretched in 1990 using parts from scrapped buses. "The payback on that was very quick," says Mr Waterman, who admits they could have just gone out and bought bigger buses. "But we felt that the Routemaster was and is a USP (unique selling proposition) for us and that we should seek to preserve that.

"It has advantages and disadvantages, but it is the traditional London bus and we do make some play of it in our advertising." The fleet has also been trimmed by fitting 14 other open-top Routemasters with detachable roofs for all-year operation.

The Westminster threat is still there and Mr Waterman clearly is concerned that the tour bus operators do nothing to harm their interests. "As a group of operators, we have to be careful how we present ourselves and that the tours are kept as a happy, jolly introduction to London. Some things don't do the industry, London or tourism in general any good at all.

"We've applied the same strategy to the sightseeing market as we have to our other products. We're not prepared to get into fares wars. We'd prefer to carry half the number of people at twice the price.

"Of course, we have deals with agents, but it's important when we offer the introduction to the capital city for new visitors that the quality we offer is good. If we create a bad impression, that can ripple through for that person's perception of their experience in London."

The London bus market is a potential growth area for the future. London Coaches won the LT contract for the former Green Line 726 link across southern London last year, but was prevented under LBL ownership from tendering on a larger scale. That constraint has gone and Waterman says he now looks eagerly at the back pages of *Coach*

and *Bus Week*.

"The best opportunities might already have gone," he says, but London Coaches was one of the bidders for the contract for route 19, the first Routemaster route to be offered by the Tendered Bus Unit complete with vehicles. "We know the route and the vehicles. It is based close to home."

He is wisely non committal about London after deregulation. "My personal opinion is that full deregulation in London would be a nightmare and I expect to see some form of regulation. We will have to watch the scene with interest in the same way as all the other operators."

Similarly, he says he has no preconceptions about the future size of the business. "I'd be quite happy to see it grow to whatever size the business needs to be. I have a view

**'My personal opinion is that full deregulation in London would be a nightmare and I expect to see some form of regulation. We will have to watch the scene with interest in the same way as all the other operators'**

of the physical limit on the operating size of the company, but in absolute business terms I'd be quite happy to double or treble the business."

Some of that might come from areas other than coach or bus operation, perhaps by selling engineering services or marketing the computer systems London Coaches has developed for coach bookings, season ticket sales, fleet management and payroll.

As an IT-oriented company, Mr Waterman says London Coaches found nothing suitable on the outside market. "I think, once we can get a suite of systems together, we could sell them outside, but I'd be reluctant to do that without being able to support it. "We've had enough problems with other companies coming to us and saying "Here's the kit, mate. Now get on with it'." Anything less, he says, would be at odds with a culture of caring for customers from the moment they pick up the phone until they are dropped off by the driver.



The team: from left, Pat Waterman with Russell Scott (finance director), Mark Chandler (engineering director), and Andy Basson (operations director)





**CharterCoach switched from corporate to tour market**

**T**HERE was much talk of finding and exploiting "market niches" in the 1980s. Markets could be split up into component parts and better served - with a price premium to the provider.

But demand for transport is derived from general economic activity. So, how have the niche specialists survived the recession?

Interesting incursions have been made on the vehicle supply side of the industry, with two manufacturers, Asquith and Fleur De Lys, building PSVs in the style of the 1920s. Such vehicles turn heads - and provide the operator with an opportunity to exploit upmarket niches with an upmarket rate of hire. Yet it appears very few operators are taking the plunge.

McGill's Bus Service Ltd runs a fleet of 20 single-deck buses with 58 full-time staff, but this year it created a special division, 39 Steps, and purchased an 11-seat Asquith Mascot complete with phone, fax and computer. It represents an investment of over £5,000 per seat. To provide the level of service expected by such an upmarket niche, the company invested in training at the Chauffeurs' Guild in London.

"We feel that in the present depressed economy new business will not come knocking at the door," says managing director Gordon McGill. "So in the search for new markets we decided to look for something which was within our range of capabilities, an enterprise that did not compete in a vulgar or unimaginative fashion in an existing market - but also to promote a service or

product that wasn't easy to replicate.

"We decided that a niche market existed to service the top corporate and tourist markets, exploiting the excellence of Scotland with a chauffeured service using a 1920s-style carriage.

"It has opened doors for us, via the Glasgow and Scottish Tourist Boards, for the incoming tourist market - and the corporate catchment and in chauffeured services for domestic weddings," says Mr McGill.

"But we now know that it is not possible to leap straight into such niche markets. There's a seasonal requirement and a one-year lead-time for business. On the corporate side the fact we are in recession says it all. We are, though, optimistic for the future, and expect growth in 1993 on the tourist side.

"The corporate side will depend on the economic health of the country," adds Mr McGill. "We are maintaining our fairly flexible rating structure, at £200 for a half-day and £300 for a full day, depending on the type of work and mileage. But it's an uphill struggle and we're fighting every inch of the way. At this moment I'm glad we only decided to buy one, rather than go for two vehicles."

Fleur De Lys of Newark has sold its first PSV, a Lincoln vintage-style coach, to Spirit of London. Although the basic vehicle is priced at the general PSV market, Spirit of London took advantage of Fleur De Lys' specification options - and has just taken delivery of a Lincoln coach with 17 moquette seats in traditional colours on a theatre-style sloped floor.

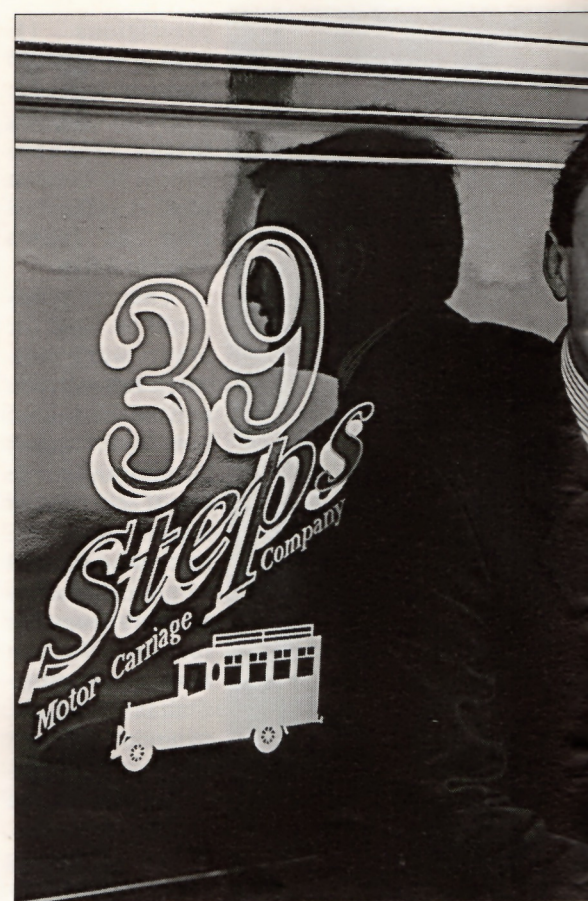
Spirit also specified a 24-volt electric system with two alternators and removable panels for the purpose of selling advertising space. It joins a fleet of Toyota Optimos, LAG Panoramics and Duples in white livery - although the vintage machine is liveried in a traditional deep maroon and cream.

As well as continental tours with its large vehicles, Spirit of London also specialises in small party private hire, courtesy and shuttle work for hotels - and undertakes corporate work for various companies in the London area, including work for solicitors in the City.

"We did it as a result of a hunch that, because everybody else is going modern, it might be a good idea not to follow the crowd," says Spirit of London director Laurie Veysey. "It is unusual

and turns heads - if vehicles are different they draw attention to us. Now we've got something that stands out and people will get a kick out of being associated with it.

We have already used it to pick



**Gordon McGill: 'Too'**

# Finding little e

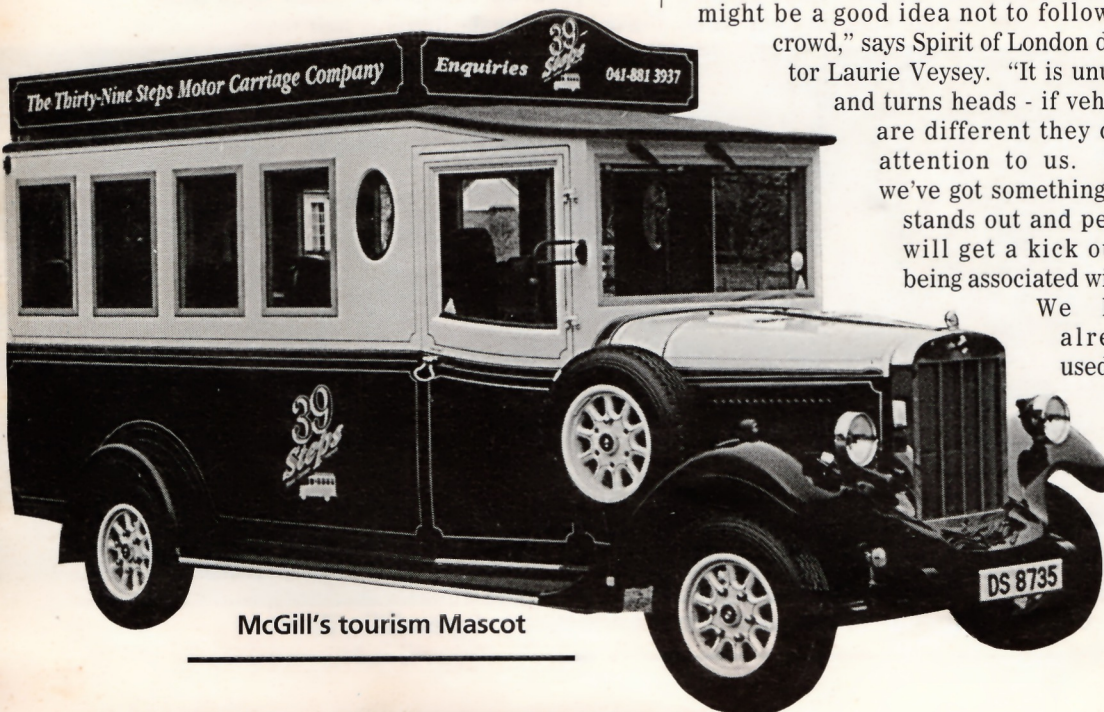
up Chelsea pensioners for the Richmond parade and Victorian evening. We're also getting inquiries from a number of hotels who want something different without modern vulgarity.

"In a deep depression, if you sit on your hands you are going to slide lower. Now we are the exception to the rule, the rates charged by other operators are immaterial."

However, in some areas the executive sector has collapsed due to the recession. "The corporate hospitality market died two years ago," says Derek Betts, managing director of Harwich-based CharterCoach - a firm which formerly specified its vehicles to meet the market's high demands. One unusual feature of its buying policy was that of buying low-price Yugoslavian Famos vehicles with Mercedes Benz running gear - using the cost savings to specify upwards.

But these have now been sold in favour of four Mercedes-Benz 0303s, two new Volvo/Plaxton 3500s, one DAF and two old Leyland Leopards - with 90 per cent of its work on UK

**Can niche ma operators during Rod Davey disc on what you're where you**



**McGill's tourism Mascot**





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# a niche earner

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specialist niche. It wasn't price conscious so it wasn't cut throat. But unnecessary expenses are always the first thing to go."

But Derek Betts adds that he believes he is in a niche market now - offering BCH-bonded UK tours: "It concerns our approach to the UK holiday market. We offer high-floor luxury coaches with double-glazing, toilets and coffee machines - the same as some operators reserve for their continental tours.

"The second point is that we use three-star hotels with en-suite and hot drink facilities. It must be the right approach - our business increased 47 per cent in 1991 and by a further 35 per cent in 1992. Our market share is increasing because we made it a quality niche market - serving the 50-plus age group with money in the bank."

One growth niche area of recent times

was the band bus market. London-based Javaward, operates a £1 million Best Tours fleet of five high specification sleepers for European rock music tours, including Bruce Springsteen, the Shi-Lites and Dave Brubeck, with Peter Best driving Status Quo on their latest European tour.

"We only deal with the music market - and it's a market which is currently being attacked by players from the general coach market," says director Olive Best. "But our buses, like the prize-winning Globe Star and our latest Globe Hopper, are purpose-built. The problem is that competitors are converting standard coaches into band buses, having the effect of depressing the rates available for the work - although we've got the whole fleet working at the moment and are hiring in other operators to provide vehicles for tour support." It may be wise for operators to note that conversion to band buses may require re-certification.

Another band bus specialist is Len Wright (Band Services) Ltd - which Len Wright sold to Club Cantabrica in 1988, and was bought by a consortium of ex-MD David Stewart and drivers Les Collins, Phil Gurney, Paul Shea and John Vince in April 1991. Like Javaward, director Les Collins complained of the rates going down: "There are a lot of one-man operators arriving on the scene and bunking normal coaches up - and rates have taken a battering," he says.

Among its specialist vehicles are four "Gold" band buses and four normal sleepers for the band crews. For the sleepers, the company runs three Jonckheere/Scania and one Volvo/Van Hool - complete with rear and forward lounges, 10 berths, two CDs, two videos, full air-conditioning and kitchenettes with microwaves and full catering facilities.

Its four "Gold" Volvo/Van Hool Astral double-decks have four lounge areas, show-

ers, ice-making machines and between 12 and 18 bunks with air-conditioning. The vehicles also feature kitchen areas with two fridges, three sound systems and two multi-play videos - and cost £245,000 when new but would cost £330,000 to replace. They provide the high standards demanded by clients such as Cher, Iron Maiden and Elton John.

"There is still a high demand," says Mr Collins. "Although 1992 has been good,



Best Tours Globestar faces competition from converted coaches

1993 will be even better - I can see there's a lot of interest in the market because I'm just putting the board together now. The money's not actually that bad, but most of the returns are ploughed back into the business and we just work for salaries."

Recessions do not destroy niche markets - but they may change their nature. As the bottom fell out of the corporate and incentive travel markets recession became a two-edged sword for unusual vehicles from manufacturers such as Asquith and Fleur De Lys. On the one hand, domestic tourism may have taken a knock but there is an opening for upmarket UK tours with the 50-plus age bracket.

However, the band bus market, while still growing, poses the ultimate conundrum for revenue-earning niches - if the niche is successful it will attract other low-cost entrants and the laws of supply and demand will bring the market rates down.



Band bus rates take battering



## Let's get back to the good old days

IT must be getting close to Christmas. Three new books arrived from Ian Allan this week, all on variations of a theme: how much fun, how attractive, how cosy, how downright nice bus and coach travel used to be. And, by implication, how dull, how garish, how big, how downright commercial it all is now.

First is Stewart Brown's *Buses Year Book 1993*. Why it carries that dateline is a bit of a mystery because, with one or two notable exceptions, it consists of archive photographs and rather breathless, mainly backward-looking articles by a string of over enthusiastic enthusiasts. Perhaps Stewart Brown's *Dewy Eyed Look Back at Old Cuddly Buses* wouldn't sound quite right. Still, if you like that sort of thing, read on.

Second is Kevin McCormack's *The Heyday of London's Buses*. More of the same, but limited to the London area. If you enjoy full colour pictures of buses, this is the one for you. It has 86 of them.

Third is Julian Thompson's

*London's Trams*. Well, it looks better. Unlike the other two, it is a real book with cloth bound covers and a paper dustwrapper. But, unfortunately, it reads like an inspector's report, complete with over elaborate punctuation. Try this: "In 1948, 92 light repairs, and 332 heavy repairs and overhauls, were carried out. At the end of the year, 521 trams awaited repair in workshops, and 72 in depots and yards.

"The 147 cars noted as having been overhauled in 1949 were: 66 'E/1s'; 24 'HR/2s'; 17 'Felthams'; 16 'E/3s'; 10 ex-West Ham; 8 ex-Croydon; 2 ex-East Ham; 1 ex-Walthamstow; and Nos 2, 1444, and 1597. In 1950, 108 newly-overhauled cars were noted."

*Buses Year Book 1993*, by Stewart J Brown, price £9.95; *The Heyday of London's Buses*, by Kevin McCormack, price £9.95 and *London's Trams*, by Julian Thompson, price £16.95 are all available from Ian Allen Publishing, Terminal House, Shepperton TW17 8AS. Tel: 0932 228950.

## Have they got it licked?

TWO of the more unusual features on the Silver Service in Liverpool are the availability of newspapers for passengers to borrow on the bus, and the provision of customer satisfaction cards seeking comments and suggestions.

Perhaps the logic behind the newspapers is that, with improved bus lighting, passengers can now read in the gloom of the Queensway tunnel, but only time will tell whether the newspapers will find their way back to the rack at the end of the journey.

A slight chink in the professionalism of the whole production, however, is the provision of a first-class stamped comment card rather than the usual business reply paid card.

One wonders how many replies will find their way back to Laird Street and how many stamps will be steamed off at home, providing an additional discount to passengers already being offered rock-bottom fares.

## It's time for spotters to square the circle

MANY transport organisations are keeping up with the times by updating their titles and image, indeed the Bus & Coach Council was known 11 years ago by the more anonymous title of Confederation of British Road Passenger Transport.

Fearing eventual extinction, ALBUM (The Association of Local Bus Company Managers) changed its name not long ago to accommo-

date erstwhile colleagues who now head employee-owned former local authority undertakings.

How long will it be before the anorak and notebook brigade move with the times and change the name of the PSV Circle?

Or will the bus spotters continue to cling to the old notion of public service and ignore the reclassification of vehicles as passenger carrying PCVs?

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**L**ONDON Cityrama has had the size of its sight-seeing double deckers fleet reduced by half. South Eastern and Metropolitan traffic commissioner Brigadier Michael Turner, who was considering an application by the company to renew its licence in respect of 55 vehicles, had reserved a decision over what action to take after a London public inquiry.

During the proceedings, the commissioner was told that in June one delayed and six immediate prohibition notices were issued when a DoT vehicle examiner checked 10 vehicles.

In the preceding 12 months a further five immediate and five de-

**Brigadier Turner said he could only quote Cityrama's fleet engineer Paul Jupp, who admitted the 1991/92 test results were abysmal. He also noted the high number of prohibitions and the deplorable standard of the vehicles**

layed prohibitions had been issued. Between September 1991 and May 1992 there had been 30 annual test and retest failures. (*Coach and Bus Week*, November 28.)

In the light of that record, Brigadier Turner has decided to renew the company's licence for a year only, with a condition that not more than 42 vehicles be operated under the licence, of which only 14 shall be double deckers.

## YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR BY MICHAEL JEWELL

In his decision, Brigadier Turner said he could only quote London Cityrama's fleet engineer Paul Jupp, who admitted that the 1991/92 test results were "abysmal". He also noted the high number of prohibitions and the deplorable standard of the vehicles, illustrated by the content of those prohibitions.

He was very disturbed to find the managing director of the company appeared to be unaware that maintenance had deteriorated so badly, even though he had been warned by the then Metropolitan traffic commissioner in 1989.

Brigadier Turner was not satisfied at all that London Cityrama could cope with its present fleet of deckers.

He said he did not accept the argument that, because those vehicles were old, and were laid up in the quiet winter season, there should be some acceptance of lower standards.

Neither did he accept the argument that the vehicles could not be too bad because tourists still used them rather than turning to competitors.

The simple fact was it was extremely unlikely that the customers, particularly if they were foreign tourists, would be aware of many of the defects recorded on the prohibi-

tions.

In deciding to reduce the number of deckers that could be operated by the company by 50 per cent, Brigadier Turner said he realised the implications of that decision but he was simply not satisfied that London Cityrama could cope with the maintenance of more than that number.

Commenting on the fact the company had failed to disclose in its renewal application form, signed by managing director Peter Inzani, convictions incurred in March, Brigadier Turner pointed out that the Transport Tribunal had stated that the compilation of an operator's licence application form was a serious and significant matter from the point of view of the public, quite



Cityrama's vehicles were of a 'de'

# London City of deckers

apart from the interests of the applicant company itself.

Any traffic commissioner was entitled to assume that the appropriate degree of care and accuracy had been employed by the person who completed a licence application form.

Mr Inzani had given the explanation that the convictions had not been declared due to an oversight. Though he was prepared to accept

that explanation on this occasion, said Brigadier Turner, he felt justified in expressing surprise that the managing director of a major bus company could make such a mistake when dealing with such an important document.

He suspected that the real truth was that Mr Inzani had got out of touch with the operations of London Cityrama and that was why he did not include the convictions or take

## Commissioner warns licence under threat

**D**AVID Forest, trading as Blue Triangle Coaches, of Bootle, has been warned that his licence will be under serious threat before it falls due for renewal in June 1993 if there are further maintenance problems.

North Western traffic commissioner Martin Albu meted out the warning although he took no action. DoT vehicle examiner Alan Barnes told a Manchester disciplinary inquiry there was a history of prohibitions. He had carried out a maintenance investigation in August after an immediate prohibition had been imposed on one of Mr Forest's vehicles. Most of the vehicles were out but he inspected two vehicles, issuing both with immediate prohibitions.

Mr Forest carried out his own maintenance. Records for June 1992 relating to one vehicle were missing and the filing of the maintenance records left a lot to be desired. Inspections were carried out on a four-weekly basis. Drivers were instructed to report defects but that was not be-

ing done.

The maintenance facilities and the maintenance staff of four were adequate. In April 1992 the fleet was increased and it was the intention both to increase the maintenance staff and move to larger premises.

The staff had been increased but there had been several delays moving into the new premises. He thought that had an effect on the maintenance of the vehicles.

**Mr Albu said things had been getting a bit out of hand. There had been a number of prohibition notices, which was not good**

nance of the vehicles.

Mr Forest said he had been operating for four years and held a licence authorising the operation of 16 vehicles. At one stage he had had 17 vehicles but was now down to 15.

They were engaged on stage carriage and private hire work and operated 24 hours a day on stage carriage. Nineteen full-time and six part-time drivers were employed.

He hoped to be in the new premises by December, although they should have been in 12 months ago, said Mr Forest.

There were two inspection pits with full maintenance facilities. A nil driver defect reporting system had now been introduced and the inspection period reduced to every three weeks.

In reply to Mr Albu, Mr Forest said one fitter did the inspections. If he had time he corrected the defects, otherwise he gave them to another fitter to do.

He had had a good record with MoT pass rates in the past. Drivers were expected to check the vehicles before taking them out.

For Mr Forest, John Backhouse said the move into the new operating centre should ease the problems considerably. Mr Albu said things had been getting a bit out of hand. There had been a number of prohibition notices, which was not good. However, steps had been taken to remedy the situation.







plorable standard' - commissioner

## Cityrama's fleet cut by half

greater note of the appalling maintenance position.

Brigadier Turner said there was no evidence that the company was suffering from a lack of finance. He had to say, however, that London Cityrama had come perilously close to losing its good repute, which would have meant that he would have had no option but to revoke the licence.

In such circumstances, he might

also have looked at whether the company, and its directors, ought to have been disqualified from holding a licence.

However, he had taken account of the fact the company had not previously been called to a public inquiry, although there had been two written warnings, and that it had been co-operative in its dealings with the Department of Transport Vehicle Inspectorate.

There was also evidence that the company had taken some note of its failures and that the annual test results had improved somewhat in recent months.

Though there was a bad test failure in October, and prohibitions had been imposed as late as September, there was an element of doubt about

the loss of good repute, the benefit of which he gave to the company.

Taking account of the past maintenance history, and of what had so far been done to correct matters, he was simply not satisfied that London Cityrama could cope with the present fleet with its large number of old double deckers.



## Suspension after Brimm fails to attend inquiry

THE licence held by David Brimm, trading as Brimms of Evesham, was suspended when he failed to attend a Birmingham disciplinary inquiry before the West Midlands traffic commissioner John Mervyn Pugh.

Mr Brimm, who holds a licence

authorising the operation of four single-decker vehicles and two minibuses, had been called before Commissioner Pugh concerning maintenance matters.



## R J Travel given three-year ban over poor maintenance

TOTTENHAM-based Ronald Wortley, who trades as R J Travel, has been banned from holding or obtaining an O-l licence for three years by South Eastern and Metropolitan traffic commissioner Brigadier Michael Turner. Mr Wortley's licence, which authorised the

operation of six vehicles, was revoked.

He had been called to a Westminster disciplinary inquiry over unsatisfactory maintenance.



## GMB drivers lose dismissal claim

FIVE drivers who resigned from Greater Manchester Buses after they were transferred from one depot to another have lost their claims for unfair dismissal.

A Manchester industrial tribunal has rejected claims that the five, Messrs A Redfern, A Wareham, P Richardson, J Gill, and R M Cusick, had been "constructively dismissed", that is forced to resign by the actions of the company.

The tribunal said the five resigned last November in response to what they argued were fundamental breaches of their contracts of employment on the company's part.

The alleged breaches included the location of their work; relocation allowances; the severance gratuity; proposed changes to "starred" days, payment for meals and attendance bonuses; and the failure to use the grievance procedure following their letters to the company in August 1991.

The company's management clearly had a right to transfer drivers from one depot to another, concluded the tribunal. It found that the relocation allowance and

severance gratuity were not part of the individual contracts of employment.

The proposals in relation to "starred" days, payment for meals and attendance bonuses were never implemented. Consequently, there was no breach of contract in relation to those.

Neither did the tribunal find that the anticipated breaches were proposed deliberately to cause the five drivers to resign. The company was not in breach of the implied

**The company was not in breach of the implied duty of trust and confidence and the failure to institute the grievance procedure was not a fundamental breach of contract**

duty of trust and confidence. The tribunal did not consider the failure to institute the grievance procedure was a fundamental breach of contract.

Nor did it think any in-plant loss of seniority which might have resulted from the move of depots amounted to a fundamental breach of contract.

The tribunal said the situation did not justify the five drivers in treating their contracts of employment as being at an end.

As it found there had been no dismissals, it did not need to consider whether the dismissals were unfair.



Greater Manchester Buses did not dismiss drivers





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**1987 (D) SCANIA K112 PLAXTON 3500**. Telma retarder, 51 seats, centre toilet, video system, water boiler, double glazed with curtains, steps and cont. door.

**1987 (D) LEYLAND TIGER 260 DUPLÉ 340**. 48 recliners, rear sunken toilet, boiler, fridge, video, cont. door.

**1986 (C) DAF SB2300 DHS PLAXTON PARAMOUNT 3200**. 49 recliners, sunken toilet, single glazed.

**1986 (C) VOLVO B10M CAETANO ALGARVE**, 49/53 seats, centre toilet, TV and video, courier seat, blinds.

**1985 (C) DAF MB 230 LAG GALAXY**. High floor, 49/53 demountable, sunken rear toilet, TV & video, boiler, bunk, double glazed, Webasto, carpets & curtains, retrimmed throughout in brown. Finished in white.

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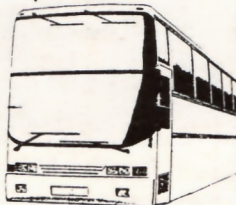
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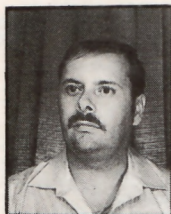
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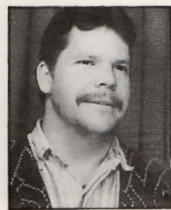
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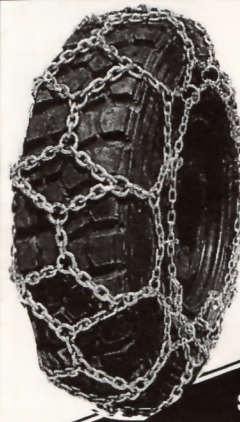
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## CD 'jukebox' offers 21 hours play time

**T**HE world's first compact disc multiplayer to offer a potential of about 21 hours continuous play has been launched. The new JVC 'juke box',

model number MG1800, costs about £450, and can be controlled either by a slim, remote head unit (RM18 - £150), or direct from a JVC radio cassette player.

All controllers are able to connect up to any number of disc multiplayers between one and six. Using six changers (a snip at £2,700!) offers the choice of 108 discs. Quite why anyone would want this many is beyond our ken.

Prices of radio cassette/controllers range from about £225 for the RX770

which offers good value at 22 watts per channel plus auto-reverse tape deck with Dolby tape noise reduction.

The top of the range radio cassette player is the RX970 which offers excellent performance and features for its £350 price tag. The most useful item for long-distance travel is an RDS (Radio Data System) FM tuner which offers alphanumeric station identification. It will also continuously hold a nationally-broadcast FM station by retuning to the strongest signal.

The most important RDS feature for long distance travel is being able to tune into traffic pro-

grammes. Travel flashes will interrupt tape and disc play, or if the radio is turned on at low volume, it will boost the sound level automatically.

All the radio cassette controllers have a preamplifier output to allow the system to be interfaced with an existing coach amplification and microphone system.

Anyone experiencing either interface problems or having trouble integrating a PA system into a new audio system can contact JF Associates, a company specialising in tailored interfacing. JFA's number is 0628 25709.



JVC compact disc multi-changer control



JVC Digifine multi-changer unit

## GAN extends use of Derv additive to 11 depots

**A**FTER concluding a two-depot evaluation of Triple-E's D2000 additive for Derv, Go-Ahead Northern has extended its use to over 700 buses operating from 11 depots in the north east.

As well as providing significant improvements in fleet fuel consumption, D2000 is being effective in helping to reduce smoke and particulate emissions as part of GAN's drive to clean and improve the urban environment.

GAN is also using low-sulphur diesel fuel

and a number of vehicles have been fitted with oxidation catalysts to test and achieve substantial reductions in nitrogen oxide, sulphur dioxide and unburnt hydrocarbon aromatics, as well as burning off some of the carbon particulates.

Other tests have already been carried out, including those on exhaust emissions by the Transport Research Laboratory.

Technicians from TRL set up test-equipment in a simulated fully-loaded bus to measure engine and road speeds against carbon monoxide

and hydrocarbon emissions both before and after the fitting of a catalyst.

GAN subsidiary Coastline's general manager Alex Nelson said: "Low-sulphur diesel is competitively priced. We don't incur any financial penalty in purchasing low sulphur fuel." (Coach and Bus Week, December 12).

Contact Ian Barnes, Triple-E (UK) Ltd, Triple-E Building, Lyon Industrial Estate, Moss Road, Kearsley, Bolton, BL4 8TR, tel 0204 708090.

## PC fuel management for smaller operators

**A**NEW low-cost PC compatible fuel management system from Manchester-based Centaur is set to bring the advantages of fuel management to smaller fleet operators.

The 70-key capacity Centaur Watchdog Zero (right) performs all fuel management tasks in one simple unit sited at the point of delivery. The stand-alone system is suitable for both customer installation and programming.

A high-security encoded key is used to access the pump. The Watchdog Zero terminal displays the current status of the fuel transaction.

At the end of the transaction, it updates an internal record which is maintained for each vehicle/user within the fleet, together with pump and tank-stock totals.

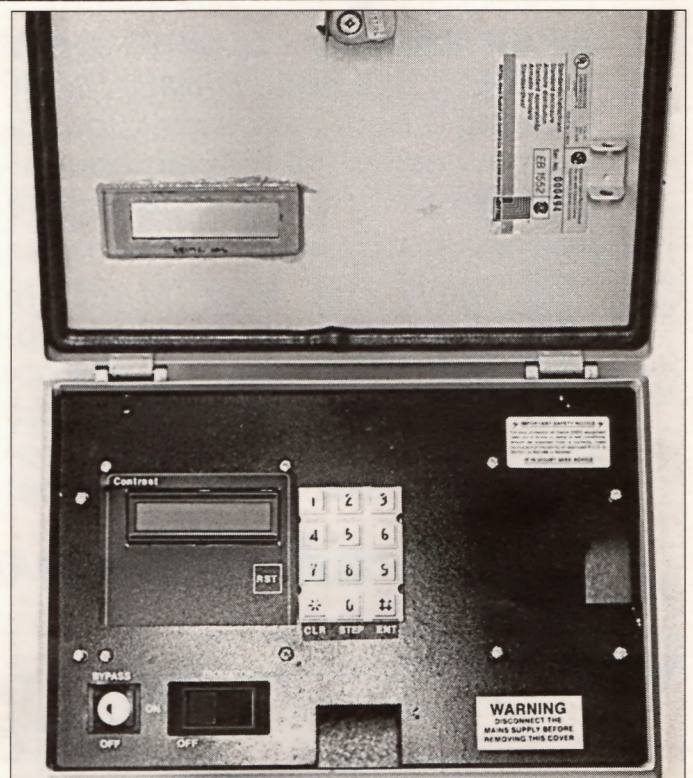
Its memory does not need battery

support and is secure for the life of the equipment.

Data retrieval is possible via either a step-through liquid crystal display at the pump itself or a data transfer key (DTK) for inputting data to a PC or A4 journal printer. The DTK can also be used in reverse to take information/instructions from a PC to reset parameters in the fuel monitor.

Centaur managing director, Arthur Dargan, claims the "lowest cost, complete fuel management system available." A quick pay-back is possible at under £1,000 for the monitor plus around £200 for the printer/PC interface unit.

Contact: Centaur Fuel Management, Clifton Technology Park, Wynne Avenue, Clifton, Manchester M27 2HB, tel 061 793 6323.





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17th Apr	to	15th May	incl	6 nts HB		£ 73	£ 55
16th May	to	16th Oct	incl	7 nts HB		£111	£ 79
17th Oct	to	31st Oct	incl	6 nts HB		£ 69	£ 50
SINGLE SUPPLEMENT						6 nts £34,	7 nts £37

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5th Apr	to	16th Apr	incl	7 nts HB		£123	£ 69
17th Apr	to	15th May	incl	6 nts HB		£ 86	£ 61
16th May	to	16th Oct	incl	7 nts HB		£112	£ 69
17th Oct	to	31st Oct	incl	6 nts HB		£ 76	£ 52
SINGLE SUPPLEMENT						6 nts £37,	7 nts £41

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17th Jul / 27th Aug	(7 nts pp)			£261	£141	£101	£ 91
28th Aug / 30th Sep	(7 nts pp)			£160	£ 95	£ 70	£ 63
1st Oct / 31st Oct	(7 nts pp)			£ 66	£ 41	£ 32	£ 30



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INTERNATIONAL



## Weymouth in the wings

**W**EYMOUTH may re-emerge as a major player in Channel Islands crossings as Condor steps up the pace with two new super-cats.

The success of the Commodore-owned company's first wavepiercer has persuaded rubber-stamping of a deal for full-sized catamarans - the first costing £13.5 million - to supplement the 49-metre vessel which operated from the port this year.

The new vessels are 74-metre wavepiercers carrying between 450 and 600 foot passengers plus 80 cars. More than two thirds of the capacity could be from the groups market and, with three sailings a day, Condor is hoping its willingness to negotiate this season will encourage operators to fill the 900 non-car user seats.

The first of Condor's new vessels is undergoing sea trials off

By Mark Williams

Tasmania this Christmas, then undertaking the 13,500-mile voyage with its regular crew to Weymouth before performing final sea trials along the south coast. It is expected to enter service before Easter.

The second vessel will be leased in a contra-deal with Australian-based distribution company TNT, which has a 50 per cent shareholding in Commodore. That ship will arrive this summer in a slightly different configuration to its sister vessel.

The one thing the two ships share in common is Condor's own computerised ride control system, which helps to prevent some of the seasickness seen on the short-sea crossing SeaCats. Ultimately, Condor envisages running massive 87-metre wavepiercers carrying 800 passengers and 170 cars.



Condor's £13.5million wavepiercer on trials

Condor's booking system is being upgraded for the new season with the same system as that used by P & O. It will allow allocation of seats to be worked out within much smaller time limits, and may reduce coach operator penalty payments for unused seats.

The port facility at Weymouth is also being upgraded, with separate boarding and disembarkation points. Passenger flow - a problem

at the old Sealink rail terminal - will be speeded by bar-coded tickets, and car passengers will be diverted along a new route to check-in. Much of the port development is being paid for by owners, Weymouth Borough Council.

**Full details of Condor's new services are available from Kevin Jones on 0305 761555, fax 0305 766551.**



Visitors get a lesson in mast-making at the Historic Dockyard

## Ship comes in for Dockyard

**G**ROUP visits have boomed 30 per cent at Chatham's Historic Dockyard, and the attraction has targeted the coach trade with extra discounts.

The 80-acre site is big enough, claims the attraction, to occupy visitors for a full five hours... and even then some complain they haven't had enough time to explore it all. Top exhibit was Wooden Walls Gallery, which recreates the sights, sounds and smells of a 1758 dockyard with a Man o' War vessel in build.

Chatham Historic Dockyard is

holding its '92 rates for '93. This sets admission at £4.40 adults, £3.80 OAPs and students, and £2.25 for children between five and 16. Corresponding rates including a trip on the paddlesteamer Kingswear Castle are £7.25, £6.75 and £3.75. Prices for a separate, 2½-hour afternoon cruise are £5.56, £4.76 and £1.56 (including 20 per cent discount).

Until the end of April, there is an additional 10 per cent discount for coach groups.

**Phone the dockyard on 0634 812551 for full details.**

## Engels marks out its group menus for '93

**R**OTTERDAM restaurant Engels has launched its group menus for '93, with something for every budget.

The city restaurant offers three-course meals from Dfl 20.75 (£7.65) to Dfl 28.50 (£10.50), and a four-course luxury menu for Dfl 29.50 (£11). Con-

tinental breakfast is Dfl 12.50 (£5.60), brunch Dfl 22.50 (£8.30) and buffets around Dfl 29.50 (£11). One meal in 20 is free.

Restaurant Engels is near the central station and the Lijnbaan shopping centre. It has its own coach parking, and several themed areas serving

food from Scandinavia, Hungary, England, France, Spain and America. It is open for 24 hours.

**Full details from Frans Engels jnr, on 010 31 10 411 9551, fax 010 31 10 413 9421.**





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PAGEANT**  
THE CITY AND ITS PORT

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LONDON**

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. . . Discover a Medieval Warehouse . . . Smell the horrible Plague of 1665 and Re-live the

Great Fire of 1666! This and much more –  
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or Fax 071-702 3656

**Please send me additional information and/or your  
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## Secrets of the Body Shop

**A**NITA Roddick's Body Shop has thrown open the doors to factory tours - in the run-up to Industrial Heritage Year.


The Littlehampton firm, which has High Street shops throughout the country, is cashing in on the popularity of its products with guided tours showing the environmentally-friendly way it works and the active research into new cosmetics.

The position of The Body Shop's factory, just off the A259 near Angmering, could prove perfect for tours long the south coast and a good add-on, midweek excursion venue for Home Counties operators. The firm recommends allowing two hours for each tour.

Guides collect parties of

up to 26 - larger groups will be split - every 20 minutes during the week, Monday to Friday. There are also Wednesday evening tours at 6 pm, 6.20 pm, 7 pm and 7.20 pm. All tours are by prior arrangement. The Body Shop is hoping for 100,000 visitors a year, and expects the bulk to be school groups.

Prices have been set at a blanket rate of £3.50 a head, £2 for children up to 12, students and OAPs. UB40 holders and children under five get in free. The factory advises coach operators to inform them of the general type of group before arriving, as this affects the type of presentation given by the guide.


 **Booking details from Charlotte Clevon on 0903 731500, fax 0903 726250.**

## Manual full of Essex info

**O**NE of the most comprehensive travel trade manuals for '93 has been issued by Essex Tourism. The 68-page black and white guide is businesslike rather than glitzy but gives all the highlights of the county, its group accommodation and all the usual trimmings.

Particularly good are the suggested itineraries. Green Essex, Wool and Silk, Kings and Commoners, Windmills and Watermills, Antique Hunting, Dick Turpin Country... the subjects chosen are varied, imaginative and eminently workable as excursions or short breaks.

The attractions listings are simple but carefully targeted at groups, and the group accommodation listings contain a rough guide to group rate plus suitability for the disabled.

 **Copies of the manual from Essex Tourism on 0245 492211.**

## Spring bargain

**A**TIE-UP between Tower Hill Pageant and hit show Radio Times is the spring bargain many coach operators have been looking for.

Until April 13, a Thursday matinée of the musical at the Queens Theatre, admission to Tower Hill Pageant - London's widely-acclaimed dark ride museum - and a two-for-one voucher for MacDonalds on Tower Hill Terrace will cost just £12.50 a head for groups of 15 or more.

Radio Times has already been reviewed in *Coach and Bus Week*. The wartime blitz period piece by Noel Gay features memorable songs such as Run Rabbit Run and is bound to appeal to a wide range of coaching clients. Tower Hill Pageant also has broad appeal, using the best in modern technology to help London's history from Roman times come to life.

The museum has a new exhibit installed last week - a lead tablet found on the banks of the Thames which has an unusual inscription in Latin that, in essence, calls for the curse of Neptune to fall upon the heads of several Romans who had obviously wronged the petitioner.

 **For bookings contact Stoll Moss Group Sales on 071 494 5454, fax 071 494 5147.**

# STEP BACK FOUR CENTURIES



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### Exhibition & Ship Hall in the Historic Dockyard

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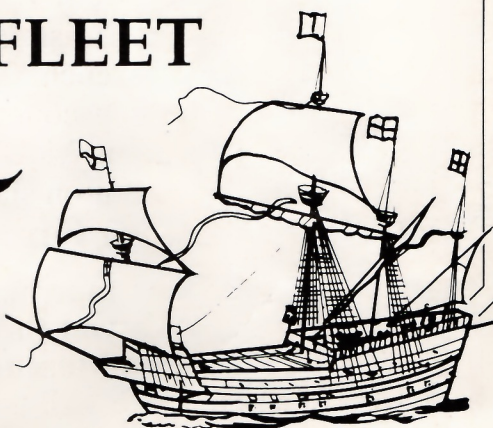
## THE PRIDE OF HENRY VIII'S FLEET

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H.M. Naval Base, Portsmouth. PO1 3LX  
**Telephone: (0705) 750521**





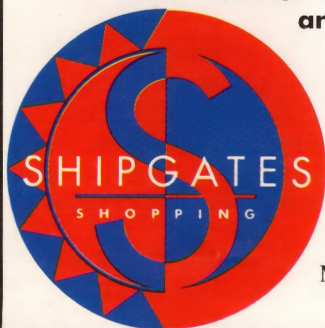
## Historic Buildings, Beautiful Scenery, Traditional Hospitality, Attractive Street Scaping and The Shipgates Centre...

**Shipgates** – Bolton's most central covered shopping area, a combination of stunning Victorian architecture and a varied retail mix.

Located in the heart of a town already recognised as having the best shopping facilities north west of Manchester, the Shipgates Centre is a must for both shoppers and tourists alike. Providing visitors with a bright and airy environment containing well known high street names, smaller speciality shops as well as restaurants and cafes.

So put Bolton's brightest shopping experience into your schedule and visit the hub of one of the north wests busiest shopping districts.

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"The Hospitality Company"

## Visiting Dudley can be hard work

### Visiting Dudley can be hard work.

Especially if you visit Dudley's canals. In fact, some people get so carried away that they have to try legging. When the Dudley Tunnel was built 200 years ago this was the only way to get about. But don't worry - it's not compulsory. Your trip into the limestone caverns beneath Castle Hill will be by electrically-powered narrowboat. It's a thrilling experience.

And, while you're here don't miss the Black Country Museum, a superbly recreated working village.

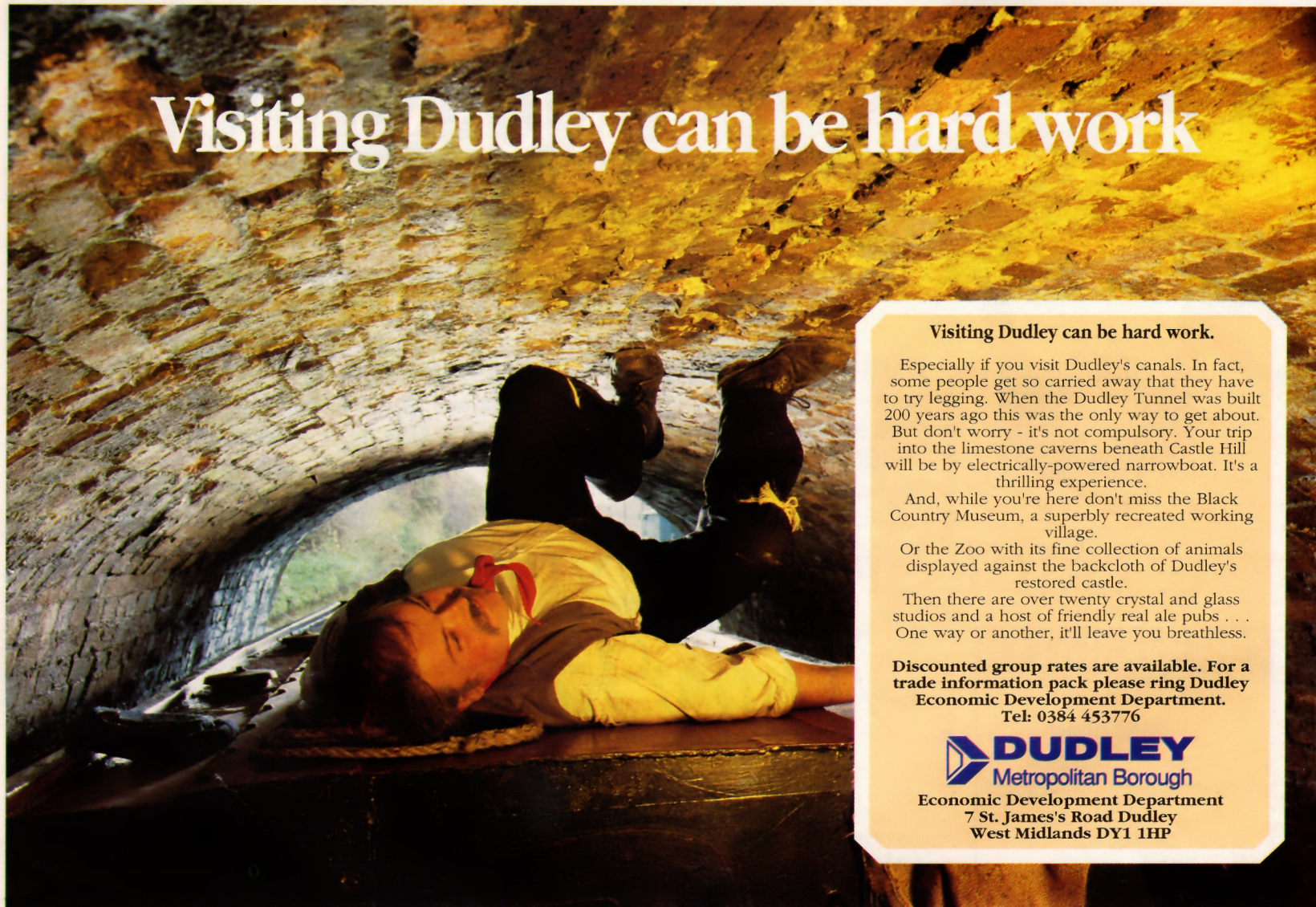
Or the Zoo with its fine collection of animals displayed against the backdrop of Dudley's restored castle.

Then there are over twenty crystal and glass studios and a host of friendly real ale pubs... One way or another, it'll leave you breathless.

**Discounted group rates are available. For a trade information pack please ring Dudley Economic Development Department.**  
Tel: 0384 453776

**DUDLEY**  
Metropolitan Borough

Economic Development Department  
7 St. James's Road Dudley  
West Midlands DY1 1HP





## Swanning about for six centuries

ONE of Dorset's most popular tourist attractions celebrates its 600th Birthday next year, and is hoping coach groups will join in the celebrations.

Abbotsbury Swannery near Weymouth starts its year in style with the issue of Royal Mail stamps showing swans against Abbotsbury's landscape. This is certain to generate media interest.

In February, it publishes a celebration book about the swannery, in May an old street theatre tradition is revived in the village, and the centrepiece of the summer season will be the Swan Fair on June 12/13.

The Swan Fair is possibly the most interesting of events from the coach operator viewpoint, and should be added to Weymouth/Bridport tour itineraries as a full

day excursion. It combines a visit to the Swannery and Abbotsbury village with a county craft fair. Food will be available, and the whole weekend will have a medieval flavour.

In July, the nearby sub-tropical gardens stage open-air music and theatre events, and in August, the emphasis shifts to the enormous, historic tithe barn where folk music and dancing is planned.

Group rates for admission are: Swannery, £2.60 adults, £2.10 OAPs, 90p children five to 16; Sub-Tropical Gardens, £2.60 adults, £2.10 OAPs, children to 16 free; and the Tithe Barn Museum, £1.35 adults, 90p OAPs and children under 16 free.

Full details and bookings from Mike Pearson at Abbotsbury Tourism Office on 0305 871852, fax 0305 871688.



Abbots Swannery starting year in style

## Coaches boost for Stena

STENA Sealink's Harwich-Hook of Holland route celebrates its centenary next year - against a background of new record coach carryings. The coach market has produced the biggest increases in 1992 for Stena. In all, 3,680 coaches boarded in the first 11 months of this year, beating '91's figure by almost 35 per cent. Car/caravan carryings rose 18.3 per cent, passengers 13.4 per cent and freight eight per cent.

### COACH TOURS & EXCURSIONS

### COACHES

### COACH TOURS & EXCURSIONS

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##### ARUNDELL HOTEL, NEWQUAY, CORNWALL

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(33878/CWL)

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A delightful licensed hotel  
Ideally situated close to sea front.

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(33705/CWL)

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22 en suite bedrooms with full facilities, and four 'basic' bedrooms with separate facilities. Driver or organiser 'stay free' with parties of over 20 people. Ample coach parking.

Contact us for Group Terms for 1993  
(Bookings now being taken for 1994)

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of Consort Hotels

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★ ★ ★ ★ ★  
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## Why National Trust has to be a must

**A** SPREAD of historic houses and properties throughout England and a range of events to appeal to most coaching clients makes National Trust properties a 'must' for next year's tour and excursion programme.

Concerts, theatre, opera, horse trials, fêtes, and even a celebration of American Independence Day feature among a huge number of National Trust events planned for 1993.

For the first time, *Coach and*

*Bus Week* publishes the full list. Clearly, it is not possible to give all the details but, in a special tie-up with NT, further information including booking details can be obtained by sending a stamped, self-addressed A4 envelope to Rosemary Lightbody, at National Trust, 36 Queen Anne's Gate, London SW1H 9AS. Make it clear which events your company is interested in.

Generally, NT events are reasonably priced, and some free

with admission. Evening events may prove a useful and profitable extension of an excursion, with the addition of an evening meal locally providing another profitable add-on.


Operators should remember that entry to National Trust properties is free for full members. Inquiries should be made when clients book.

A directory of National Trust properties, giving all facilities



**The Vyne: Holding one of many NT Events**

available, is free to bona fide operators, also from Mrs Lightbody at the address above.

 Contact her on 071 222 9251, fax 071 22 5097 for details.

### NATIONAL TRUST EVENTS+++NATIONAL TRUST EVENTS+++NATIONAL

#### Open-air theatre

- ☐ June 23 - 27; June 30 - July 4; Clivedon, Bucks.
- ☐ June 23 - July 10; Polesden Lacey, Surrey.
- ☐ June 24 - 25, July 21 - 31; Mottisfont Abbey Garden, Hampshire.
- ☐ June 28; Avebury Manor, Wiltshire.
- ☐ July 13 - 17; Hidcote Manor Garden, Gloucs.
- ☐ July 27 - 31; Fountains Abbey & Studley Royal, Yorkshire.
- ☐ July 28 - 30; Barrington Court, Somerset.
- ☐ August 16 - 21; Brownsea Island, Dorset.

#### Country and craft fairs

- ☐ May 1 - 3; Morden Hall Park, London.
- ☐ June 19 - 20; Charlecote Park, Works.
- ☐ July 4; Ashridge, Herts. Elizabethan Craft Fair.
- ☐ July 11; Polesden Lacey, Surrey.
- ☐ August 14 - 15; Florence Court, Co Fermanagh.
- ☐ August 21 - 22; Emmetts Garden, Kent.
- ☐ August 28 - 30; Tatton Park, Cheshire.

#### Open-air concerts (\*with fireworks)

- ☐ June 11 - 12; Fountains Abbey & Studley Royal, Yorkshire.\*
- ☐ June 19; Attingham Park, Shropshire.
- ☐ June 19; Chartwell, Kent\*
- ☐ June 26; Petworth Park, Sussex.\*

- ☐ July 2 - 3; Ightham Mote, Kent.
- ☐ July 3; Montacute House, Somerset\*
- ☐ July 9 - 11; Wimpole Hall, Cambridgeshire.\*
- ☐ July 9 - 10; The Vyne, Hampshire\*
- ☐ July 16; Kingston Lacey, Dorset\*
- ☐ July 17; Powys Castle, Powys\*
- ☐ July 24; Shugborough, Staffordshire\*
- ☐ July 30 - August; Stowe Landscape Gardens, Bucks\*
- ☐ August 1; Tatton Park, Cheshire\*
- ☐ August 7; Bateman's, East Sussex\*
- ☐ August 14; Calke Abbey, Derbyshire.
- ☐ August 15; Erddig, Clwyd.

#### Music festivals

- ☐ June 11 - 13; Felbrigg Hall, Norfolk.
- ☐ June 17 - 23; Charlecote Park, Works.
- ☐ July 17 - 18; Killerton, Devon.

#### Jazz concerts (\*with fireworks)

- ☐ June 11; Kingston Lacey, Dorset\*
- ☐ June 12; The Vyne, Hampshire.
- ☐ June 12; Felbrigg Hall, Norfolk.
- ☐ June 25; Petworth Park, Sussex\*
- ☐ June 27; Fountains Abbey & Studley Royal, Yorkshire.
- ☐ July 9 - 10; Dyrham Park, Avon.
- ☐ July 10; Clumber Park, Nottinghamshire.
- ☐ July 11; Polesden Lacey, Surrey.
- ☐ July 18; Claremont Landscape Garden, Surrey.
- ☐ July 23; Nymans Garden, Sussex.
- ☐ July 30 - 31; Mottistone Manor

Garden, Isle of Wight.

- ☐ July 31; Clumber Park, Nottinghamshire\*
- ☐ August 21; Basildon Park, Berkshire\*

#### Opera

- ☐ June 5; Clumber Park, Nottinghamshire.
- ☐ June 6; Wimpole Hall, Cambridgeshire.
- ☐ June 26; Barrington Court, Somerset.
- ☐ July 10; Felbrigg Hall, Norfolk.
- ☐ July 15 - 17; Scotney Castle Garden, Kent.
- ☐ August 19 - 23 and 25 - 28; Stowe Landscape Gardens, Bucks.
- ☐ September 28; Belton House, Lincolnshire.

#### Horse trials

- ☐ May 15 and June 19; Lanhydrock, Cornwall.
- ☐ July 23 - 25; Stowe Landscape Gardens, Bucks.

#### Sheep dog trials

- ☐ July 30; Chartwell, Kent.

#### Evenings in the garden with music

- ☐ June 6; Blickling Hall, Norfolk.
- ☐ June 18; Mottisfont Abbey Rose Garden, Hampshire.
- ☐ July 18; Blickling Hall, Norfolk.

#### Family events

- ☐ April 10 - 12; Beningborough

Hall, Yorkshire Easter Extravaganza.

- ☐ June 3; Charlecote Park, Warwickshire.
- ☐ June 20; Springhill, Co Londonderry.
- ☐ June 27; Petworth Park, Sussex.
- ☐ July 25; Wallington, Northumberland.
- ☐ September 12; Ashridge Estate, Hertfordshire.

#### Fete champetre - with fireworks

- ☐ July 9 - 10; Fountains Abbey & Studley Royal, Yorkshire;
- ☐ July 9 - 11; West Wycombe Park.
- ☐ July 14 - 17; Claremont Landscape Garden, Surrey.
- ☐ July 21 - 24; Stourhead, Wiltshire.

#### Theatre set-up - Hamlet

- ☐ June 15; Lacock Abbey, Wiltshire.
- ☐ June 16; Dunster Castle, Somerset.
- ☐ July 2 - 3; Kedleston Hall, Derbyshire.
- ☐ August 6 - 7; Stourhead, Wiltshire.
- ☐ August 8; Killerton, Devon.

#### American Independence Day

- ☐ July 4; Washington Old Hall, Tyne & Wear.

#### Civil War garrisons

- ☐ June 5 - 6; Dunster Castle, Somerset.
- ☐ October 23 - 24; Corfe Castle, Dorset



# COACH AND BUS CLASSIFIED

## MARKETPLACE

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Coach & Bus Week are introducing a new service for readers and advertisers in the classified section. Our classified index will enable you to find the vehicle, product or service you want quickly and easily – simply check the index and turn to the relevant page.

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**COACH SALES**

**0733 898111**

#### AEC

**YEOMANS CANYON TRAVEL**, due to new vehicle replacement we have for sale the following: 1979 AEC DUPLÉ DOMINANT II, express doors, 53 seaters, tested, **£4,000 + VAT. Choice of 3. Tel. Hereford 0432 356201.** (29406/CS/AEC)

**AEC PLAXTON SUPREME**, 53 seats, power door, radio cassette, ZF box, MoT Sept 93, excellent runner, good condition all round. **£5,500. Tel. 0705 872434.** (34121/CS/AEC)

**AEC 760**, 1977, 53 seats, MoT Sept 1993, **£4,250 + VAT.** For further details contact **Philip Bowran, PMT Limited, (0782) 744744.** (29867/CS/AEC)

#### BEDFORD



##### 1982 BEDFORD

30 seat Welfare Bus with rear wheelchair lift, air door and step, very clean, Class 5, MoT to May '93.

**£4,250 + VAT**

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(29880/CS/BE)

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45 reclining seats, MoT July 1993

**£6,750 + VAT**

##### 1976 P BEDFORD YLQ DUPLÉ DOMINANT I

MoT June 1993

**£3,250 + VAT**

##### 1980 BEDFORD PJK PLAXTON

29 seater, long MoT, painted brilliant white, very smart vehicle inside & out

**£6,250 + VAT**

May consider Minibus in P/X

**Tel: 0793 436067**

(29810/CS/BE)

#### BEDFORD

##### BEDFORD YMPs

Paramount, 35 seater, B reg, MoT until July 1993. Brown stripe moquette soft trim, tinted double glazing, side lockers, radio/pa/cassette. Very good condition.

**£25,000**

**0543 377977**

(32811/CS/BE)



##### 81 (W) BEDFORD

Duple Dominant, 45 seater.

Contact **Steve Legg**

**0860**

**685470**

(29868/CS/BE)

**BEDFORD YRQ**, 10 metre, 45 seater, 1976, Duple Dominant, blue, unwritten, HEAD GASKET U/S, tested to Jan 1993. Offers please. **Tel. 0895 230643.** (29818/CS/BE)

**1980 BEDFORD YMT SUPREME IV**, reclining seats, curtains, reconditioned engine, new batteries, steering ram, compressor. Tested November 1993. **£6,200. Tel. 0724 870135.** (29833)

**1986 BEDFORD YNV Duple 320 SL**, air suspension, 52 reclining seats, toilet, TV, video P/A radio cassette, tinted windows, curtains, owner driven, **£25,500 + VAT ono. Tel. 0253 49731.** (29814/CS/BE)

**1987 BEDFORD YNV Plaxton MkIII**, 57 seats, tinted windows, side lockers, PA radio/cassette, MoT November 1993, reconditioned engine. **£32,000 + VAT. Tel. Wainfleet Coaches 0203 383243.** (29414/CS/BE)

#### TWO 1988

##### BEDFORD YNV

Plaxton Paramount 3200 model, 57 seats, radio, PA etc.

Full year's MoT, own buyers from new.

**£35,500 + VAT (each)**

**Tel. 0532 505921**

**0532 502120**

(34132/CS/BE)

**1977 BEDFORD YMT Moseley Continental**, 53 seats, MoT June 93, **£2,000. Tel. 0536 790244.** (29820/CS/BE)

**1974 BEDFORD YRQ 466 Plaxton Express**, 45 seats, MoT July 1993, taxed August, new batteries and tyres, lost contract, genuine. **Tel. 0978 757766.** (29866/CS/BE)

#### BOVA

##### 1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M

CHOICE OF FOUR with reclining seats, centre sunken toilet, continental door, double glazed side windows, etc.

##### MOSELEY (PCV) LTD

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(29874/CS/BOV)

**BOVA EUROPA**, 1983, 53 seats, recliners, radio/cassette, PA system, exhaust brake, very clean, 6 months MoT, **£19,000 ono + VAT. Tel. Mansfield 0623 550012.** Excellent condition. (30067/CS/BOV)

**1983 BOVA EUROPA 2**, 53 recliners + courier, curtains, carpets, radio cassette PA, wheel trims, Telma, 12 months MoT, **£16,500. Tel. 0942 47703.** (32803/CS/BOV)

#### BRISTOL

**1977 BRISTOL LH/DP**, 41+ seater Plaxton Supreme, 12 months MoT. **Tel. 0226 722052/725003.** (34137/CS/BR)

#### BRISTOL

##### H Reg BRISTOL LH PLAXTON

45 seats, 12 months MoT, excellent contract vehicle

**£2,750 £2,000**

##### J Reg BRISTOL LHL PLAXTON

51 seats, 12 months MoT, excellent contract vehicle

**£3,000 £2,250**

**Tel. Fleet Engineer BASSETTS COACHWAYS LTD Stoke-on-Trent**

**Tel. 0782 372251**

(29895/CS/BR)

**1977 BRISTOL LH PLAXTON**, 41 seater, express doors, dest equip, recent paint and upholstered, tidy vehicle but no MoT, **£2,500 + VAT.** May be willing to p/ex for minibus. **Tel. 03552 35292 (Glasgow).** (34129/CS/BR)

**1977 BRISTOL LH**, Plaxton, 35 seats, rebuilt engine, MoT December 93, **£3,250 + VAT or near offer. Tel. 0705 871211.** (29805/CS/BR)

#### DAF

##### DAF SB 2300 JONCKHEERE P50

1984

49 recliners plus courier. Offside rear floor mounted toilet, centre continental door with drivers' bunk. Excellent condition. 12 months MoT.

**£29,000 + VAT**

Part exchange considered for 53/57 seaters

Wanted: 2 Van Hool reclining seats

**0605 48253**

(29410/CS/DAF)

**1985 DAF DUPLÉ CARIBBEAN II**, 49 seater, rear sunken toilet, continental door, drinks machine, courier seat, curtains, TV, video, radio/pa, recent repaint, smart looking vehicle, MoT May '93, **£23,000 p/x considered. Tel. (031440) 1013, Edinburgh.** (29900/CS/DAF)

**1983 DAF SB2300 JONCKHEERE P599**, private plate, 48 recliners, courier seat, centre sunken toilet, video, hot drinks, MoT February 1993. Price **£30,000 plus VAT. Tel. 0656 860200.** (34124/CS/DAF)

#### DAF

1988

##### MB230

##### CAETANO ALGARVE

49/53, demountable toilet, fridge, water boiler, TV, video, d/glazed, radio, tape PA, f/d curtains, MoT May '93.

**£52,000 ono**

p/x considered

**Tel. 0506 872787**

**or (0836) 705036**

(34146/CS/DAF)

1983

##### DAF EXEC PLAXTON PARAMOUNT 3200

MB200, MoT July '93. Taxed April, rear sunken toilet, coffee machine, wired for TV, video. 49 recliners + courier, double glazing, Webasto, curtains, rear scope, speed limiter. All white. Last 3 years history.

**£26,000 ono + VAT**

**Tel. 0344 412302**

(32806/CS/DAF)

1987

##### DAF SB2300 DHS Van Hool Alizee DH

49/51 seats, demount toilet, TV, video, fridge, coffee machine. First class condition, 1 year's MoT.

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## V Reg

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35 seat Duple Dominant II, MoT Jan '92, will retest.

£5,500 ono

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051-327 2354  
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1983 FORD 1114, 53 seater, tested April 93, fair condition, new short motor October '92, Eberspacher heater, £8,000 ono. Tel. 0244 531187. (34126/CS/FO)

FORD BUSTLER, 1982, 47 seats, £5,000 ono + VAT. Very good condition. Test June 1993. Tel. Abbey Coaches, 0337 40350. (32807/CS/FO)

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1984 B reg

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Tiger Paramount, 49 reclining seats, double glazed, TV, video, test to November 1993

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1985

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Bus 16 seats, plus wheelchair accomm, nearside chairlift, only 30,000 miles, MoT Class 5 June '93.

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1984 B Reg

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15 coach moquette seats, tinted windows in frames, usual hi spec to include luggage racks, quadvent, saloon heater, radio/cassette, one only available.

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1986

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71-75 seats, VCR/TV, toilet, fridge, radio cassette, driver's bunk, tax, MoT. Choice of 2

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21 seats, 1989, MoT May 1993. Red stripe moquette, wired/boxed for tv/video/drinks machine, curtains, tinted windows, seat tables. Immaculate condition.

£23,000

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1984

## Van Hool Alicron 815

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1986

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MoT March '93*The above vehicle has been  
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full maintenance records  
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VOLVO**  
B10M Duple Caribbean,  
51 recliners, brown  
interior, rear continental  
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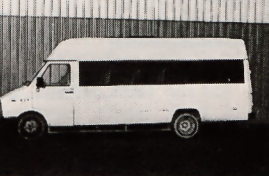
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Vehicles also available for  
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1989 (F)

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12 mtr/Duple 320 SL, 55 recliners,  
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**£39,950 + VAT**

1990 (G)

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12 mtr/Plaxton 3200, 53 recliners,  
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All coaches in excellent condition  
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**PLAXTON SUPREME**, 57 seats,  
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centre aisle, radio, cassette,  
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**£8,500 + VAT**

**1982 VOLVO JONCKHEERE B58**.  
Auto gear box, air over leaf sus-  
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Telma, C.O.F. Nov '93.

**£26,000 + VAT**

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Duple 320 body, 50 recliners,  
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speed ZF splitter box, Telma & exhaust brakes, MoT March 93.

**1986 NEOPLAN PLAXTON 4000 GARDNER**, 6 LYT engine, fully automatic  
gearbox, Plaxton 4000 body, fitted with 71 reclining seats, 2 tables, water  
boiler, sink, WC, wash room, cool box, MoT May 1993.

**1 1980 FORD TURBO DUPLÉ DOMINANT MK2**, 53 seats, no MoT

**1 1986 MCW**, Cummins L10 engine, fully automatic, single door, 75 seats,  
toilet, MoT August 1993.

**1 1986 MCW**, Cummins L10 engine, fully automatic, single door, 77 seats,  
toilet, MoT July 1993.

**1985 FORD TRANSIT**, Dormobile, 20 seats, service spec, MoT Aug 93.

**1 1976 FORD 10 METRE TURBO PLAXTON**, 45 seats, MoT May 1993.

For more details contact  
**Eddie Dickens, Sales Manager**

(29877/VSG)



# ALAN WILSON

(PSV) Limited  
Station Road, Ratby, Leicester LE6 0JN

*Christmas is now upon us and we wish all our clients the compliments of the season and hope that 1993 will be your most successful year ever. We thank everyone for their continued support and look forward to supplying your coaching requirements.*

**1990 WILLOWBROOK CRUSADER** mounted on recently renovated Leyland Leopard chassis. 48 seater and courier seat, saloon toilet, double glazed side windows, very clean and can be supplied with a new MoT. Special price including dateless registration number.

**1988 NEOPLAN SKYLINER**, 77 reclining seats and crew seat, Mercedes V10, 6 speed ZF gearbox, Telma retarder, full servery, excellent condition. In stock now!

**1987 MERCEDES BENZ 0303 RHS**, 49 reclining seats and courier seat, offside rear continental door, saloon toilet, and including refrigerated air conditioning.

**1987 VOLVO B10M BERKHOF ESPRIT**, 49 reclining seats and courier seat, toilet, continental door, excellent condition.

**1986 LEYLAND TIGER 245**, Duple Laser II, 53 reclining seats, curtains to side windows. Absolutely immaculate and a very special price. Long MoT.

**1985 DAF SB2300 DHS VAN ROOJEN ODYSSEE** Rock'n'Roll band coach including: 44 seats, toilet, shower, hot/cold water, fridge, full servery, Telma retarder, brand new MoT. Available immediately!

**1985 C MERCEDES 0303 RHS**, 53 reclining seats and courier seat, o/s rear continental door, full air conditioning, new MoT.

**1984 DAF SBR2300 DHS JONCKHEERE JUBILEE P99**, dble/decker Rock'n'Roll band coach including: 16 beds, toilet, full servery including microwave and fridge, upper lounge area, 20 reclining seats, 240V generator and Telma retarder and including full air conditioning, brand new MoT. Drive away today.

**1982 LEYLAND TIGER 245 PLAXTON SUPREME V**, 53 reclining seats plus courier seat, video and single monitor, drinks machine, outstanding for the year. Long MoT.

**1981 DAF MB 200**, Plaxton Supreme IV, 50 reclining seats, long MoT, in first class condition for its year. Available now.

**1981 W FORD R1114**, Plaxton Supreme IV GT, 51 reclining seats, tinted side windows, Jake brake, MoT March '93, available from stock immediately.

**1977 VOLVO B58**, 12 metre Plaxton Viewmaster complete with Paramount front, 50 reclining seats, power door, radio and p/a, long MoT, this vehicle is immaculate and ready to drive away.

Tel: (0533) 387741 Fax: (0533) 387128

**CHARISMA**

Sales, Service and Parts  
(29857/VSG)

## BUS AND COACH SALES MANCHESTER



**HIRE THIS BUS FOR £200 A WEEK  
DAILY & MONTHLY RENTALS  
ON APPLICATION**  
**1987 D FREIGHT ROVER**  
Sherpa LWB, 2.5 diesel, 20 + 2 standing,  
moquette seats, electric entrance doors,  
MoT Sept 1993, taxed.  
**£4,500 + VAT**

### SERVICE BUSES AVAILABLE FOR HIRE

**16 seater from £125 per week**  
**18 seater from £175 per week**  
**20 seater from £200 per week**  
**22 seater from £225 per week**  
**25 seater from £240 per week**

All have full service spec., soft trim interiors, 24 volt ticket machine supplies destination rollers and are serviced prior to collection.

**LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500**. High spec executive coach, 49 reclining seats, rear toilet, drinks machine, continental door, TV, video, Telma, telephone, double glazing, 6-speed ZF gearbox, colour all white, PP. **£24,500 + VAT**

**1989 DAF SB2300 DHTD DUPLÉ 320**, 51/53 recliners, demountable servery, rear toilet, gangway carpet, one owner, good condition, MoT March '93 **£55,000 + VAT**

**1988 TOYOTA OPTIMO**, 19 seater, coffee machine, driver's suspension seat, 6 months old, cost approx £550, Blaupunkt radio/cassette/PA, replacement parts **£22,750 + VAT**

**1987 DAF BOVA FUTURA**, high floor, 49 recliners + courier, double glazing, curtains, centre toilet, continental door, driver's bunk, 2 TVs & video fitted, all white, excellent condition **£55,500 + VAT**

**1984 DAF DKFL MB200 DUPLÉ CARIBBEAN**, full exec, 49-seater + courier, MoT January '93, wired TV and video, first class condition, in every day use **£32,000 + VAT**

**1984 VOLVO VAN HOOL**, low driver, 49 seats, toilet, TV/video, coffee machine, private plate **£40,000**

**1983 P90 B10M VOLVO**, 58 seater, MOT April 10, TV, video, hot water boiler, toilet, fridge, please note px taken up to £12,000 **£30,000 ono**

**1983 DUPLÉ CARIBBEAN 1 TIGER**, long MoT, 50 recliners, bunk & courier, double glazed, radio, PA, wired for TV and coffee machine, good clean motor, all white, ready for work, blue interior **£24,000 + VAT**

**1983 NEOPLAN SKYLINER MERCEDES V10**, manual ZF, 6 speed, multi screen video, toilet, fridge, boiler, 77 reclining seats, fully refurbished, reconditioned engine, 2 owners from new, MoT Jan '93 **£38,000 + VAT**

**1980 BEDFORD PJK**, 29-seater, new front resprayed, new springs, tyres and brakes, long MoT **£6,000 + VAT**

**1980 BEDFORD YMT**, 12 metre, Duple, 53 seats, new test **£7,500 + VAT**

**1979 BEDFORD YMT DUPLÉ DOMINANT 11**, 53 re-moquetted seats, MoT 16/3/93 **£5,000 + VAT**

**1979 BEDFORD PJK PLAXTON**, 29 re-moquetted seats, MoT 18/5/93 **£4,500 + VAT**

**1984 PLAXTON PARAMOUNT**, 35 seater midi coach, built in Ford chassis, re-conditioned engine, long MoT, very good condition **£16,500 + VAT**

**E Reg MERCEDES 307D**, high roof, 15 seater luxury mini bus, moquette seats, full soft trim, long tax and MoT. Bargain at **£8,000 + VAT**

**1987 TALBOT EXPRESS**, 14-seater, new cylinder head, new brake drums, long MoT **£6,000 + VAT**

**E Reg TALBOT TRIAXLE**, 20-seater service bus, usual high spec, inc high back seats, one owner from new, ready for work **£5,500**

**D Reg FREIGHT ROVER CARLYLE II**, 20 high back seat minibuses, POD, destination equipment, MoT October '93. Ideal dual purpose vehicle **£5,750 or hire for £225 + VAT per week**

**1981 BEDFORD YMT DUPLÉ DOMINANT 2**, 53 seater now fitted with 49 Chapman E type seats, express doors, twin speed axle, 1 owner, very, very good condition, 4 years test **£16,500 + VAT**

**D Reg FREIGHT ROVER 300 SERIES** 16-seater service bus, Dormobile body. Choice of 2, all long MoTs & taxed **£3,750 + VAT or hire for £150 per week**

All prices plus VAT

(33831/VSG)

**061 707 3202**

**LEYLAND LEOPARD** 1977 Dominant II, retrimmed, repainted, MoT April 93, good condition, **£6,500**. **BEDFORD YMT SUPREME III** retrimmed, MoT May 93, **£5,000**. Tel. 0254 826646/826007.  
(30061/VSG)

**1986 DODGE S 56**, N/Counties, 20 seats, MoT 2/93, **£4,750 ono**. **1981 B10M**, 48 r/seats, 2 tables, wc, TV, MoT 11/93, **£14,500 ono**. Tel. 0257 425684.  
(34235/VSG)



## VEHICLE SALES

**Day Telephone:**  
**041-776 3268**  
**MIDI MINI COACHES**

**REGAL**  
**COACH SALES LTD.**

**Evenings**  
**041-775 1884**  
**LUXURY COACHES**

**1988 F MERCEDES 709D**, 25 seats, or facility for 6 wheel chairs, under-floor tail lift, white exterior, MoT Aug 93.

**1987 D IVECO 49/10**, 19/21 seats, power door, destination gear, choice of 2, MoT June 93.

**1986 D IVECO 79/14 Caetano**, 24 moquette bus seats, power door, white exterior, MoT Sept 93.

**1986 D FORD TRANSIT**, 14 seats, petrol, s/door, white exterior, MoT Sept 93.

**1986 D MERCEDES 608D**, 21 seats, 7 standees, power door, MoT April 93.

**1983 Y MAN VANHOOL**, 38 seats, centre toilet/kitchen, courier seat, TV, video, MoT April 93.

**1978 T BEDFORD YMT Plaxton Supreme III**, 53 seats, power door, MoT Sept 93.

**1978 T BEDFORD YMT Duple Dominant**, bus body, 59 seats, luggage pen, MoT April 93.

**1988 (E) VOLVO B10M Plaxton Paramount 3500**, 49 seat coach, toilet, continental door, TV, video, radio PA, MoT April 93.

**1987 D BEDFORD Plaxton Paramount 3200**, 53 seats, power door, tinted windows, MoT May 93.

**1985 B VOLVO B10M**, Plaxton Paramount 3500, 50 seats, rear toilet, HP ZF auto gearbox, white exterior, MoT Sept 93.

**1984 A VOLVO B10M Plaxton Paramount 3500**, 53 seat coach, power door, tinted windows, double glazed, MoT April 93.

**1984 A BEDFORD YNT Duple Laser I**, 53 seats, power door, tinted windows, MoT Sept 93.

**1983 Y VOLVO B10M Duple Dominant IV**, 53 seats, power door, tinted windows, double glazed, MoT November 93.

**1979 PP VOLVO B58 Plaxton Supreme IV**, 57 seats, power door, radio PA, MoT April 93.

**1978 S LEYLAND Leopard Duple Dominant**, 49 seats, semi auto, express doors, destination gear, MoT June 93.

**DOUBLE DECKERS ROUTEMASTER**, AEC engines, long MoTs, choice of 8.

**OLD MILL PARK, KIRKINTILLOCH, GLASGOW G66 1SP. Fax 041-777 8138**

(3368/VSG)

## VANGUARD BUS AND COACH SALES

**1984 Duple Laser Tiger 245**, 51 reclining seats, repainted and painted in 2 pack gloss white, excellent condition, MoT June '93 .....£23,000

**1984 Duple Laser Tiger 245**, 50 reclining seats, MoT expired Nov '92 .....£20,000

**1984 Paramount 3500 Tiger 245 Exec**, repainted and painted in 2 pack gloss white, engine rebuilt, MoT Nov '93 .....£28,000

**1980 Plaxton Volvo B58**, 53 retrimmed seats, S/A MoT expired Nov '92 .....£11,000

**1980 Plaxton Leopard**, 49 seats, MoT Dec '92, repainted .....£10,000

**1978 Plaxton Leopard**, MoT Jan '93, 53 seats, repainted .....£7,000

**1978 Ford Dominant II**, 53 seater, MoT April '93, good contract vehicle .....£3,750

P/X considered, finance available, existing HP settled (subject to status).

**SHORT AND LONG TERM HIRING AVAILABLE**  
**CONTRACT COACHES FROM £30 + VAT A DAY**  
**COACHES FROM £50 + VAT A DAY**

Contact: **STEVE COOK** on (COVENTRY) 0203 490669  
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## 'By Suggestion Of The Man In The Cupboard'

Offer for sale the following Coaches and Mini Buses

**11/85 C LEYLAND TIGER Plaxton 3.5 S/A**, 53 recliners, radio P/A .....£34,500

**10/83 A LEYLAND TIGER Plaxton 3.2**, manual, 53 recliners, radio, P/A .....£21,500

**4/84 A LEYLAND ROYAL TIGER Plaxton 3.5 S/A**, 53 recliners, courier, radio, P/A .....£25,500

**10/90 H TRANSIT**, pe **SOLD** ni bus, manual .....£7,500

**12/90 H TRANSIT**, petrol, 12 seat mini bus, manual .....£7,500

**3/90 G JAGUAR 4.0ltr SOVEREIGN**, low mileage .....£16,050

**8/91 J TRANSIT**, diesel, 15 seat mini bus, manual .....£9,500

Plenty of later model Fords, Bedfords, Leopards, AEC manual and S/A

Offers and p/ex on all vehicles. Cash discounts no p/ex. Finance arranged. All vehicles in daily service.

**Contact: Fred Wilde**

**081-640 0104. Fax: 081-687 0176**

(33762/VSG)

**1981 MERCEDES 0303 Plaxton body** on private plate, 53 reclining seats & courier seat, Webasto, full air suspension, radio PA system, MoT Sept 1993. £19,700 or very near offer.

**LATE 1983 MERCEDES 508D**, Rebur luxury conversion, 19 high back coach seats, full length parcel racks, extra deep boot + extra space at rear of coach, new radio, PA, MoT Sept 1993. Everything on this machine is almost as good as the day it was first purchased. £6,800 or very near offer.

Both above are beautiful vehicles which have been truly pampered regardless of cost and will blush terribly if you should find a fault.

(Well major ones at least - no one's perfect)

Both in genuine superb A1 condition in and out.

The best examples of their kind to be seen on the road to-day.

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0831 339355

(34150/VSG)

## N.D.Y. Coach Sales

Quarrington Hill, Durham

Tel: 091 377 1802

After hours: 091 285 2239 or (0207) 234 858

Fax: 091 3771 432

**1986 DAF MB230 DKVL** 11.6 litre ZF gearbox, disc brakes, Duple 320, 51 recliners, toilet, radio/pa, power door, grey interior, white exterior. This vehicle is as clean as a new pin, a driver's machine and credit to any fleet. Aug '93 test.

**1985 LEYLAND TIGER 245**, 12 metre semi-automatic Berkhof Everest II, 53 Vogel recliners, curtains, radio/pa, power door, acres of luggage room, green interior, white exterior. A well-maintained coach which is a real eye-catcher. Nov '93 test.

**1985 BEDFORD YNT**, 11 metre, 6-speed ZF gearbox, Duple Laser, 53 retrimmed seats, radio/pa, power door, red/grey interior, cream interior. This coach is unmarked, clean and warm. July '93 test.

**1982 VOLVO B58 ZF**, 12 metre, reconditioned engine, Duple Dom IV, 53 recliners, double-glazed, curtains, power door. New panels and moulding, layout gives well updated appearance to a very good machine. Cream and brown exterior, autumn coloured interior. Sept '93 test.

**1983 LEYLAND TIGER 245** semi-automatic, 11 metre Duple Dom IV Express. 53 retrimmed coach seats. A sensible dual-purpose coach in good condition. Brown interior, cream exterior. May '93 test.

**1981 LEYLAND LEOPARD 680** semi-auto 11 metre Plaxton Supreme IV Express.

Reconditioned body, retrimmed seats, painted cream. Looks and goes very well. Nov '93 test.

**1981 LEYLAND LEOPARD 680 ZF** 12 metre Plaxton Supreme IV. 53 recliners, very clean, radio/pa, curtains, brown interior, cream exterior. Reliable, good to drive. Oct '93 test.

**1981 LEYLAND LEOPARD 680** semi-auto 11 metre Willowbrook 003. 49 seats, cream/brown exterior. Clean and healthy. April '93 test.

**1981 FORD R1114 DUPLÉ DOMINANT II**, 53 seats, power door, painted white. Tidy bread and butter machine, not to be ashamed of. May '93 test.

**1977 LEYLAND LEOPARD** semi-auto 11 metre Dominant Express. 53 seats in red/grey, repainted and painted white. Framework in decent order, as is the rest throughout. Oct '93 test.

**1977 LEYLAND LEOPARD 680** manual. Power steering, Alexander body, 53 service seats, 24 standees. Clean condition, ideal for driver training and back-up machine. Choice of two. Quite acceptable for any contract and service route. Dec '93 test.

**1987 DODGE 4-cylinder turbo automatic**. Northern Counties. Service seats, yellow and white exterior, brown interior. Neat and handy. March '93 test.

**1988 FORD TRANSIT 2.5 Di** 14 str, cream exterior. Reliable and economical. May '93 test. (29894/VSG)

**N.D.Y. for Quality Service, coach repairs and painting, floor to roof refurbishing. Glass stockists**

## SUMMERFIELD COACHES SOUTHAMPTON

Due to replacements in 1993 we now have the following coaches available

**VOLVO B10M PLAXTON 3200**, 49 recliners, toilet, continental door, drinks boiler, curtains, radio/PA, Tempo 100, Telma/exhaust brake, courier seat, MoT 25/2/93 .....£79,000 ono

2 vehicles clean and tidy, and in good running condition, used everyday, ideal for contracts

**1982 MERCEDES 508**, 21 moquette seats, MoT 26/4/93 + 4 spare wheels and tyres .....£3,250

**1980 MERCEDES 407**, 12 **SOLD** seats, MoT 12/12/92 ..£1,250

**Telephone 0703 778717**

(30052/VSG)

## WEST YORKSHIRE BUS & COACH SALES

### BUSES FOR HIRE

Double Deckers and Single Deckers

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Standard and Executive Coaches

All available for daily and long term hire at competitive rates

### RECOVERY

24 Hour PSV and HGV Recovery

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1975 up to 1982 Leyland Leopards from .....£3,500 VAT  
**DAIMLER FLEETLINE DOUBLE DECK**, 76 seater buses, S & T regs, all with new test certificate, choice .....£4,750 VAT

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Fax: (0532) 360943

## 1980 V Reg BEDFORD 500

Plaxton bodied, 53 seats, new paint, tested Dec '93

**£5,650 + VAT**

**Ready for work**

## T Reg FORD 360 TURBO

Plaxton bodied, 53 seats, tested Sept '93, retrimmed seats, ready for work, quick sale

**£3,750 + VAT**

**Tel: 0685 879407**

**(Mid Glam, S Wales)**  
(30055/VSG)

**VOLVO B10M PLAXTON 3500**, 1987 (private plate negotiable), 49 seater, wired for TV & video, fridge, drinks machine, rear toilet, new test.

**NEOPLAN SKYLINER**, 1985, (private plate negotiable), 75 seater, resprayed, full equipped with TV, video, fridge and toilet, MoT July '93, would consider part exchange for nearly new single deck exec.

**Tel. 03552 30403  
or 49499**

(29892/VSG)



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## VEHICLE SALES

### BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET, GLASGOW  
All Mercedes 2 years warranty  
or 200,000 kilometres

**NEW MERCEDES 709D**, coachbuilt, 29 + 7  
standees, wide power door and aisle, dip tac.

**NEW MERCEDES 811**, diesel, extended  
coachbuilt, 33 service or semi coach seats, 12  
standees, 1100mm glider door, Dip Tac, wide  
passage, auto, Allison box, stock.

**NEW MERCEDES 814** diesel, extended coach  
built, luxury, coach spec, power swivel door,  
large boot, racks, armrests.

**NEW MERCEDES 711 Turbo**, 25 lux, boot,  
arm rest, power swivel door.  
**NEW 711 Turbo**, 28 luxury, boot, P swivel door  
armrests. Stock.

**NEW MERCEDES 711 Turbo**, conversion,  
power swivel door, 24 + large boot. stock.

**NEW MERCEDES 709D**, conversion, wide  
power door, 24 c seats, dual purpose vehicle.  
Stock.

**NEW MERCEDES 609D**, 24 seats, full spec,  
boot, power door, lug rack, radio cassette, 3  
weeks. Also 26 manual door stock.

**NEW MERCEDES 410 and 408D**, 16 high back  
face forward seats, 14 days, stock.

**NEW MERCEDES 709**, manual, 29 + 7 standees.  
**NEW MERCEDES 811**, 33 + 12 standees, Allison  
auto stock.

**NEW MERCEDES 711 Turbo**, 25 luxury, boot,  
p. swivel door, arm rests. Stock.

**NEW MERCEDES 711 Turbo**, conversion power  
swivel door, 24 + large boot. stock.

**NEW MERC 609D**, 26 sts, coach spec, stock.  
**NEW MERC 609D**, 24 c seats, p door, boot,  
3 weeks.

**NEW MERC 408D**, 16 coach seats, stock.  
**NEW MERC 410D**, 16 coach seats, Devon, stock.

**NEW TRANSIT 16** power door, high roof, coach  
or service spec. + standees, 7 days.

**NEW TRANSIT**, diesel, 8 seats, Taxi pack +  
luggage, stock.

**NEW TRANSIT 16**, diesel, 5-speed, s door, stock.  
**NEW TRANSIT**, 15 seats, 5-speed, diesel, stock.

**NEW TRANSIT 16**, diesel, sliding door, coach  
seats, high roof, coachbuilt, stock.

**NEW DAF 409**, diesel, 16 PSV, hi spec, stock.  
**NEW TALBOT High roof**, 14, luxury.

**NEW MERCEDES 709**, 24 underfloor tail lift,  
stock.

**NEW MERCEDES 410**, 16 seats, luxury, stock.  
**NEW MERCEDES 408** Luxury, 16, stock.

**92 (K) MERCEDES 609**, 24 coach, boot.

**ALL OPEN TO REASONABLE OFFERS**

**91 MERC 609D** 24 power door, tested.

**91 (J) LEYLAND DAF**, 16 PSV, p door, low  
mile, tested.

**91 (J) TALBOT Tri Axle**, 22 + 8 moquette.

**91 TALBOT 12**, PSV, diesel, stock.

**91 MERC 609**, 24 ch seats, boot and p. door.

**90 TRANSIT 14**, diesel, LWB, PSV.

**90 TRANSIT 12**, diesel, SWB, PSV.

**90 TALBOT TRI AXLE**, 22 + 8 standees

**90 (H) MERCEDES**, 24 coach spec.

**90 MERCEDES**, 24 coach, i. boot, tested.

**90 MERCEDES 609**, 24 coach seats + boot.

**90 TRANSIT 16**, p door + standees.

**89 DUPEL 425**, 51/55 exec.

**89 425 DAF & CUMMINS ENGINE**, 51/55  
recliners, TV, d glazed, courier seat, PA.

**88 MERCEDES OPTARE**, 33 seats, plus  
standees

**88 IVECO CARLYLE**, 25, p. door,  
destination.

**88 MERCEDES 609**, 26, p. door, tested.

**88 MERCEDES 811D**, 27 coach spec

**88 TRANSIT**, 12 diesel LWB front entrance.

**87 TRANSIT Petrol**, 12, PSV, SWB.

**87 MERCEDES 811 Turbo**, 27 seats, tested.

**86 IVECO**, 19 + 7 standees, service  
buses, manual box, tested.

**86 TRANSIT Diesel**, crew bus, 13 seats.

**86 RENAULT DODGE**, 20 + standees,  
large entry door, Telma, auto, power  
steering, tested.

**86 LEYLAND CUB OPTARE**, 33 plus  
standees.

**86 SHERPA**, 16 + standees service bus.

**85 TRANSIT 12**, LWB, petrol, PSV.

**85 IVECO 18** seats, Beja coach, tested.

**85 LEYLAND DOYAN SA**, exc. 51 +  
demountable, TV, video, long test, 400k  
only. Reasonable offers.

**85 DAF MB200 ALGARVE**, 51 recliners,  
toilet, Splitter gearbox, new test.

**84 MAN ASTRON**, 60 seats, TV, toilet,  
full spec, tested.

**84 VW High top**, 14 seat, petrol, non PSV.

**84 MCW DD Cummins**, 73 seats, tested.

**84 NEOPLAN MERC 75** seat, full spec,  
V10 man box, new test.

**83 VOLVO JONCKHEERE EXEC**, 48 +  
toilet, TV.

**83 VOLV B10M BERKHOF**, 49, toilet, TV.

**83 DODGE R BURGESS**, diesel, auto, 17 F  
door.

**83 TRANSIT 15** seat diesel, non PSV.

**82 GOLDLINER B10 VOLVO EXEC**,  
46, toilet and servery

**82 VOLVO GOLDLINER**, 53 recliners,  
d glazed, courier

**79 FORD 45 Duple II**, new test.

**79 V VOLVO Duple II**, 48 rec, toilet, tested.

**79 FORD TURBO Duple II**, 35 seats, tested.

**79 V VOLVO UNICAR**, 53 seat, tested.

**78 LEYLAND DUPEL Express**, tested.

**76 LEYLAND AEC**, 45 Plaxton, no test.

**78 BEDFORD Plaxton**, 53 clean tested.

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IMMEDIATE HP SETTLEMENT  
Tel. 041 221 3165 or  
041 639 6107 Eves

CLOSED SAT & SUN 18 & 19 DECEMBER

(34044/VSG)

**1983 METROLINER**, 71  
recliners, full exec spec,  
MoT 9/93.

**£18,000 ono**

**1983 BEDFORD turbo**,  
Wrights Contour, 53  
recliners, MoT 8/93.

**£11,000 ono**

**1979 BEDFORD UNICAR**, 53  
seater, no MoT - offers.

All above plus VAT

**Tel. 0533 767020**

(29825/UN/VSG)

**B10M VOLVO PLAXTON**, 51/53  
seater, 1988 full spec, reclining  
seats, toilet, wired TV & video,  
MoT March 93.

**B10M VOLVO PLAXTON**, 51  
seater, Nov 1989, full spec, re-  
clining seats, toilet, wired TV &  
video, MoT Nov 93.

**LEYLAND LYNX** service bus,  
Sept 1989, MoT Sept 93, 51  
seats, 24 standees, all vehicles  
in excellent condition.

For further details

**Tel. 0698 792800**

(29873/VSG)

**1977 Leyland Leopard Plaxton 11m**, 53  
seats, MoT July 1993 ..... **£3,500 + VAT**

**1972 Leyland Leopard Plaxton 11m**, 53  
seats, MoT Jan 1993, pp **£2,500 + VAT**

**1970 Leyland Leopard 680 Marshall**  
Service Bus, 45 seats, 10 metre, MoT  
February 1993 ..... **£2,500 + VAT**

**1984 Ford 16 seater coach**, new MoT  
..... **£3,700 + VAT**

**Tel: 0656 740262**

(34213/VSG)

**1985 VAN HOOL Astromega** Mer-  
cedes, 84 seater, coach seats, **1990**  
**LAG**, Panoramic, 49 seater, WC,  
drinks, video. **1990 Peugeot Pull-**  
**man**, 22 seater + 7, service bus,  
choice of 8. May be possible to  
take over lease payments. Tel.  
**Transcity Sidcup, 081-302 8800.**

(29855/VSG)

## VEHICLES WANTED

**Major tour operator**  
**requires up to 3 high spec**  
**coaches for regular tour**  
**work during 1993 season.**

Coaches must be based in  
Bristol/South Wales area and  
drivers must be experienced  
tour couriers.

For further details write to:

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(34004/VSG/VW)

## WANTED

**VOLVO B10M EXEC**  
Jonckheere Van Hool  
or Plaxton body,  
1984-1987 in good  
condition.

**Tel. Griffiths**  
**Coaches**  
**0248 670530**

(29876/VSG/VW)

**WANTED FOR CASH** or exchange  
for older Bedfords - Ford Plaxton  
1979 onwards. Tel. **daytime 0842**  
**752226.**

(34220/VSG/VW)

**DAIMLER FLEET LINES WANTED**,  
with or without test. Details to **061-**  
**203 5111.**

(34215/VSG/VW)

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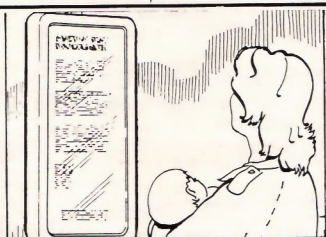
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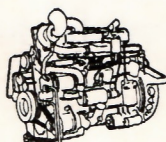
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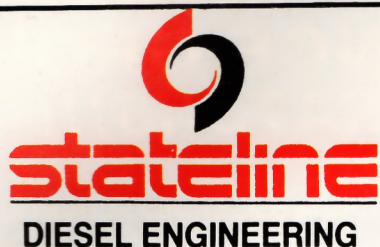
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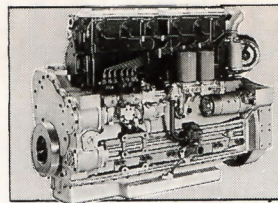
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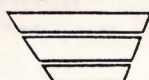
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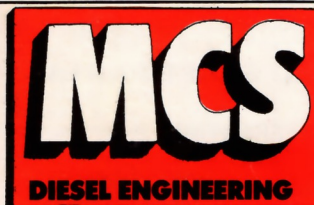
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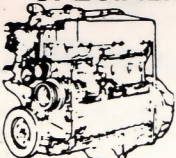
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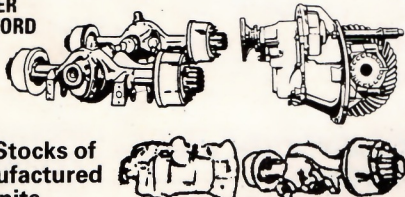


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# APPOINTMENTS AND TENDERS

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A degree or equivalent is desirable along with experience in either local authority public transport or operator service planning. This is a part-time post with hours by arrangement.

We also work flexitime.

### ► Public Transport Monitoring Officer

**Temporary - 18 month contract**  
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We are looking for an enthusiastic person to keep an eye on the County Council's subsidised local bus services. Around half of the time you will be out checking on service reliability from the roadside, or checking passenger accommodation, step heights and so on, on the buses. The remaining time will be spent recording observations, following up any shortcomings, and encouraging operators to use buses which are more accessible to mobility-impaired people.

You will need to be meticulous and not easily distracted, capable of dealing tactfully and accurately with complaints and challenges, and be able to drive a car.

You will work 37 hours a week, of which around one quarter will be outside normal office hours, varying from week to week.

A car allowance is payable.

Closing date 8 January 1993.

**For job details and application forms contact:**  
**Dawn Marshall, Department of Planning and Property Services, Speedwell House, Speedwell Street, Oxford, OX1 1SD. Telephone 0865 815861.**



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(34242/A/A)

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Resulting from promotion, Bluebird Buses are seeking to appoint a Traffic Manager for their Aberdeen and Buchan Division. The division has a turnover of £8m p.a. and operates 150 buses from 4 main depots and 10 outstations in the Eastern area of Grampian Region.

The successful applicant, reporting to the directors, will be required to manage all operational, commercial, planning and marketing aspects of the presently profitable business, and develop it to further exploit its profit potential. They must be able to demonstrate strong man-management skills, a high degree of commercial acumen, a well developed service and network planning ability and possess a "hands on" management style.

A remuneration package of circa £18k p.a. is offered, together with medical insurance, relocation expenses, contributory pension scheme, fully expensed company car etc.

Applications including a full C.V. and photograph should be submitted to:-

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Centro subsidises socially necessary local bus services in the West Midlands area. A number of contracts are due for renewal during 1993.

Operators who may be interested in providing such services on a contract basis and who are not already on Centro's Tendering List are invited to write to the Passenger Services Manager at the address below before 11 January 1993.

### 2. INFORMATION REGARDING THE OUTCOME OF TENDERS

Information published in accordance with Sections 90(2) and 90(3) of the 1985 Transport Act and the Services Subsidy Agreements (Tendering) Regulations 1985 is available for inspection during normal office hours in the Reception Office at the address below.

**CENTRO**  
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(29411/A/TEN)

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The County Council is about to undertake an area by area review of school transport routes in the County to seek cost effective provision. The study will also review other transport provision including special school transport and purchase of bus passes for Education and Further Education. The review will be undertaken in conjunction with the Education Department and the post is, therefore, on a temporary basis for two years.

An enthusiastic transport professional is required to join the Passenger Transport Section for this task. Previous experience is essential, although membership of the Chartered Institute of Transport is preferred.

**For a job description and application form please contact Mrs Janet Latchford, County Engineer's Department, County Hall, Bedford, or for a preliminary chat please telephone Tony Edwards on Bedford (0234) 228971.**

Closing date: 4th January 1993.



**Bedfordshire**  
**COUNTY COUNCIL**

AN EQUAL OPPORTUNITIES EMPLOYER



## Metroline md new chairman of capital TEC

**T**HE managing director of LBL subsidiary Metroline, Declan O'Farrell, has been appointed to succeed Jack Crone as chairman of the North West London Training and Enterprise Council (TEC). A founder member of the TEC board, he takes over this month.

Mr O'Farrell said: "I am totally

committed to the TEC philosophy. Training is something you cut at your peril, even during a recession, and that is a message I will continue to hammer home. The TEC has already helped hundreds of companies and under my chairmanship I will ensure that we continue to offer a lifeline to companies in Brent and Harrow."

## Dempsey is marketing executive

**G**RANADA Theme Parks and Hotels has promoted Sandra Dempsey to marketing executive.

Ms Dempsey joined Granada Studios Tour in 1988 as a sales assistant.

In her new role, she is responsible for groups sales and marketing in the recently formed theme parks and hotels division.



Sandra Dempsey

## Odgers heads MMC

**T**HE Monopolies and Mergers Commission has a new chairman from April. Graeme Odgers has been appointed to the position by Secretary of State for Trade and Industry, Michael Heseltine.

Mr Odgers, 58, read mechanical sciences at Caius College, Cambridge and graduated from the Harvard Graduate School of business Administration in 1959. After a period with the international Finance Corporation in Washington, USA, he returned to England in 1962 and spent several years as a management and finan-

cial consultant.

In 1974, he became an industrial adviser at the DTI's industrial development unit. He joined GEC as an associate director in 1977, and moved to Tarmac in 1979, becoming group managing director in 1983.

After appointment to the board of British Telecommunications as a part-time Government director in 1984, he became deputy chairman and chief financial officer in 1986 and group managing director in 1987. He joined Alfred McAlpine PLC in May 1990 as chief executive.

## Neptune manager

**N**EPTUNE Vehicle Washing Equipment has appointed Nigel Ferris southern England sales and marketing manager, to handle the company's range of French-built large vehicle washes. He was previously southern sales manager for Smith Bros & Webb.

In addition to his sales role, Mr Ferris will be closely examining the vehicle washing need of the coach and bus industry, and

says he aims to put Neptune in the same position in this market as it is in the car wash industry - number one.

Mr Ferris thinks Neptune's efforts in the market in the last two years have already put it in the forefront of the industry, with a strong emphasis on after-sales service from a team of seven-day-a-week, 24-hour-a-day engineers controlled from a centralised office.

## Lang re-employs Struthers as head of Cal Mac

**S**ECRETARY of State for Scotland, Ian Lang, has re-employed Sandy Struthers as chairman and director of the state-owned Scottish ferry operator, Caledonian MacBrayne. CalMac, which provides the main ferry network on the west coast of Scotland, owns 31 vessels and employs 837 staff. Its operating deficit is funded by the Scottish Office, and

capital payments are made towards the cost of shore terminals and vessels. It was a subsidiary of the now-privatised Scottish Transport Group until April 1990, when it was transferred to the Secretary of State for Scotland.

Mr Lang said: "I very much value and appreciate the personal contribution Mr Struthers has made as chairman during the last

three years since transfer of the company into public ownership.

"I am confident that Mr Struthers' personal enthusiasm for the company, and his concern for the company's customers as well as his wide knowledge of shipping matters will continue to be of great value to the board in its future work."

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| Coach operator <input type="checkbox"/>  | i) Single deck buses.....                            | v) Minibuses.....                              |
| Other (please specify).....              | ii) Double deck buses.....                           |  |
|  | iii) Coaches.....                                    |  |
| 3. Total No of Employees.....            | 4. Which of the following does your company operate? |  |
|  | Day excursions <input type="checkbox"/>              | Express coach service <input type="checkbox"/> |
|  | Tour programme <input type="checkbox"/>              | Private/contract hire <input type="checkbox"/> |
|  | Local bus service <input type="checkbox"/>           |  |

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**1992 J DAF SB2700 Auto** Van Hool Alizee H, 51R/Toilet  
**1990 G DAF MB230LB** Van Hool Alizee H, 51R/Toilet  
**1990 G DAF SB3000** Van Hool Alizee DH, 51R/Toilet  
**1990 G DAF SB2305** Van Hool Alizee DH, 51R/Toilet  
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**1989 F DAF SB2305 DHTD** Plaxton 3200LD, 57  
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**1988 E DAF MB230LB** Plaxton 3500, 53R  
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**1986 D DAF SB2305 DHTD** Plaxton 3200 LD, 55E  
**1986 C DAF SB2300 DHTD** Plaxton 3200 LD, 53E  
**1990 G VOLVO B10M** Van Hool Alizee SH, 49R/Toilet

**1986 D DAF MB200FL** Plaxton 3500, 49R/Toilet  
**1989 F VOLVO B10M** Jonckheere Deauville, 49R/Toilet + Air Con  
**1983 Y BEDFORD YNT** Duple Dominant  
**1987 D BOVA FUTURA** 49R/Toilet  
**1986 C BOVA FUTURA** 57R  
**1985 B SCANIA K112** Jonckheere P599, 51R/T  
**1984 A SCANIA K112** Van Hool Alizee H, 51R/T

**FOR FULL DETAILS TELEPHONE: 0274 681144**



BUS MANUFACTURER